

CITY OF PORT HUENEME
HEARING DRAFT
GENERAL PLAN

PREFACE

July 1993

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PREFACE

The Role of the General Plan

The General Plan is Port Hueneme's major statement of City policy. All actions which affect the use of land in the City are guided by this document.

This General Plan is a comprehensive update of Port Hueneme's 1977 General Plan. It addresses new issues, reflects changes in State law, and updates background information. In most cases, this Plan is a review of plan implementation and refinement of past planning efforts. Basic policy has not dramatically changed since 1977.

What has changed is the level and intensity of actual development. In many cases, especially north of Channel Islands Boulevard and the Surfside area, development envisioned by the 1977 General Plan has been achieved.

A General Plan is designed to help guide and direct new development. While the General Plan will serve as a catalyst for development, it will not cause development to occur. How a city changes and evolves is subject to numerous factors, many of which are outside of the city's control. A key purpose of this General Plan is to ensure that Port Hueneme responds to such factors in a consistent and well-considered manner.

The General Plan looks twenty years into the future. Complete "build-out", i.e., development of all developable land within the city is likely within this time period. Therefore, the Land Use Element is a rough synthesis of the entire document, and the Land Use Policy Map is a graphic representation of the Plan. Detailed background information and policy direction for factors relating to the Land Use Element are found in the various other chapters, called

"elements" of the Plan, e.g., parks and recreation, public safety, etc.

As the City of Port Hueneme approaches the year 2000, this edition of the General Plan is not the end of the planning process, it is the most current statement of the community's vision for its future.

Vision Statement

"It was the best of times, it was the worst of times..."
A Tale of Two Cities, Charles Dickens.

Like most cities of California today, Port Hueneme is faced with this difficult dichotomy.

Achievements of the Recent Past: We enjoy the natural beauty of our beach environment and "Gold Coast" climate. We appreciate the high quality of life enhanced by outstanding public facilities, responsive City services, and excellent planned development. Most of us are well-fed and well-housed.

Because of the City's proactive implementation of the 1978 General Plan and its preceding Redevelopment Plan, Port Hueneme has been able to make substantial improvements in the physical environment. Elimination of blight; median landscaping and streetscaping; construction of the new library, community center, cultural center, Hueneme Beach facilities, and many other public and private investments have transformed the "look" of the community. A supportive Housing Rehabilitation and Neighborhood Preservation Strategy have helped maintain the city's single-family housing and upgrade local shopping areas.

These accomplishments have helped create the Port Hueneme we treasure.

Challenges of Change: And yet, the past few years have created a new threat to our serenity and security. The ongoing economic stress is tarnishing the self-image of the Golden State. Structural changes in

the economy will force us to make substantial and permanent modifications to our way of life-- both private and public.

Port Hueneme is a small city with a comparatively small revenue base. More than most municipalities, we lack retail sales tax and other non-property revenues. When the State of California suffers a budget shortfall, it cuts back on distribution of revenues to cities, redevelopment agencies, and other special districts. We get hurt badly-- in 1992-3, \$650,000; this coming fiscal year, perhaps as much as \$850,000.

The result is a major "hit" on City finances. We will be forced to reduce staff and eliminate and/or reduce services. Therefore, our future will be different from our recent past.

Planning for an Uncertain Future: The way we approach the challenges of change must be based on a common vision for our future. Vision for a community is a narrative picture of the future as defined by desired physical and economic characteristics.

The Port Hueneme General Plan must be built upon such a vision if we hope to successfully cope with change and sustain the quality of life in our community. Our vision must be pragmatic, but it must also be positive and uplifting.

The 1993 General Plan Update recognizes these needs, and is focused on redevelopment, maintenance and preservation of the physical and economic resources of Port Hueneme.

**CITY OF PORT HUENEME
HEARING DRAFT
GENERAL PLAN**

INTRODUCTION

July 1993

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CITY OF PORT HURON

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GENERAL PLAN

EXHIBITION

Page 608

City of Port Huron, Michigan, Inc.
100 East Second Street, Suite 200
Port Huron, Michigan 48130-1212

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INTRODUCTION

Definition

"What is the General Plan?" Many citizens of Port Hueneme and other California cities ask this question. An important but often misunderstood document of City policy, the General Plan can be simply described:

A comprehensive statement, in maps and text, of public intent for the physical, social and economic development of the City.

As a "plan," it sets forth policy for the future. It defines means to achieve such a future by descriptions of "programs." Because it projects anticipated conditions based upon a careful analysis of current trends, it is a dynamic tool which requires continual review and updating in order to serve the needs of the City. Accordingly, this edition of the Port Hueneme General Plan is not the end of a planning effort; it is simply the most current statement.

Purpose

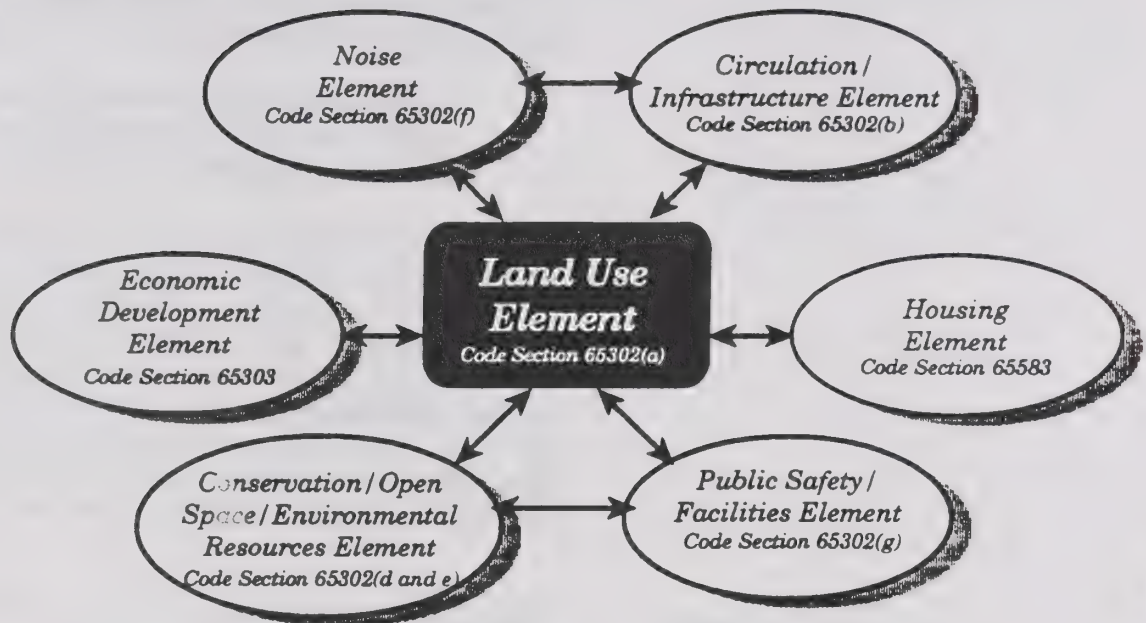
There are several significant reasons for a General Plan:

1. To serve as an overall guide in making valid day-to-day development decisions;
2. To improve communications between citizens and their local government by displaying government's intentions for review and reaction by citizens;
3. To coordinate efficient implementation of the Plan by various City agencies;
4. To provide a basis for optimum development of the City's environmental resources to the benefit of its citizens; and
5. To meet the requirements of state and federal governments.

Format

The General Plan consists of seven separate elements which together satisfy the content requirements of State general plan law (Government Code Section 65302). The relationship of the General Plan elements is illustrated in Figure I-1.

**FIGURE I-1
RELATIONSHIP OF GENERAL PLAN ELEMENTS**



The seven General Plan Elements and the Land Use Policy maps clearly state the community's goals and policies for the long-term development of the City.

Each of the Plan's seven elements includes the following: an Introduction, Issues Identification, and Goals and Policies.

The Introduction describes the purpose and focus of the element and also introduces other plans and programs which, in conjunction with the General Plan, may be used to implement specific policies and programs. The Issues section highlights short- and long-range planning issues requiring attention in the element.

Each Goals and Policies section presents the City's long-term policy objectives for land use, circulation, housing, preservation, use of open space and natural resources, protection of public health and safety, provision of adequate infrastructure, promoting urban design, and fostering economic development. The goals and policies are presented by issue or topic, and a brief description of philosophy or policy direction guiding those objectives precedes each group of goals and policies.

The General Plan Process

Technical Studies: A number of documents support the General Plan, but are not adopted as part of the General Plan. These include the issue papers and technical reports undertaken during the General Plan's preparation, and the Environmental Impact Report (EIR). The background information contained in these documents is based on current conditions and must be updated as conditions change. This information is separated from the elements to facilitate periodic updating.

Background documents referred to in the General Plan are referenced as appropriate and included in the Plan's bibliography. Descriptions of various plans and programs which related to the General Plan are described in the Land Use Element.

Goals and Policies Definitions: For general reference, the following definitions are used for goals, policies, and implementation measures:

GOAL: A goal is a broad statement of purpose and/or direction.

Policy: A policy describes how the goal may be achieved.

Implementation Measure: An implementation measure describes specific programs which will be used to achieve goals and to put policies into effect.

Citizen Participation: A major factor in the update

of the Port Hueneme General Plan process was the direct involvement of a representative advisory committee during the planning process.

A group of 26 local citizens was asked to serve throughout a seven-month program as advisors to the consultant team. The role of the General Plan Advisory Committee (GPAC) was invaluable -- to review the interim findings and conclusions of the team, to discuss implications and potential impacts of possible programs, and to state broad community values as a basis for land use policy.

An extensive series of Work Task Papers by the Consultant Team provided a means of communication and documentation of the planning effort as it progressed.

Future use of such ad hoc groups, newsletters and "town hall" meetings are useful means of maintaining the momentum achieved to date.

Port Hueneme enjoys a substantial advantage over many cities because its relatively small size facilitates a greater degree and intensity of citizen participation in the truest sense.

*The Zoning
Ordinance and the
General Plan*

The City's zoning ordinance contains definitive use regulations and standards, while the General Plan establishes basic policy and land use criteria. See the Land Use Plan section of this element for additional information.

*The Local Coastal
Program and the
General Plan*

The General Plan, Zoning Ordinance, Zoning Map, and other implementing actions constitute the Local Coastal Program (LCP) for that portion of the coastal zone within the City's jurisdiction. Refer to the Land Use Plan section of this element for additional information.

*Updating the
General Plan*

Yearly Review and Five-Year Update: The City Planning Department prepares a yearly report to the City Council on the status of the General Plan. This report summarizes General Plan amendments, mitigation monitoring as defined by the General Plan EIR mitigation monitoring program, the status of regional plans and programs which relate to the General Plan, and any new legal requirements.

A comprehensive review and as necessary update is made every five years. Each general plan element may be amended as often as four times per year.

Amendment of the General Plan: The State recognizes the dynamic nature of the General Plan and provides for periodic review of the document to ensure that it is consistent with the conditions, values expectations, and needs of the community.

The General Plan Guidelines state:

"The General Plan is a dynamic document because it is based on community values and an understanding of existing and projected conditions and needs, all of which continually change. Local governments should plan for change by establishing formal procedures for regularly monitoring, reviewing, and amending the General Plan."

Thus, the General Plan will be amended from time to time as City objectives become more defined or shift or as State law dictates. However, the primary objective of the Plan - to establish a vision for the future City - will continue to shape citywide policies and programs into the twenty-first century.

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LAND USE ELEMENT

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LAND USE ELEMENT

What is the Land Use Element?

The Land Use Element and Land Use Policy Map look to the Port Hueneme of 2015. The Land Use Element includes a Land Use Policy Map which presents a graphic representation - a snapshot - of the City's future.

The element text defines the goals the City will pursue toward this future. Together the text and the map provide the foundation for land use decision making into the next century.

Purpose of the Element: The Land Use Element and the Land Use Policy Map represent the two most important components of the General Plan. Together, these two parts of the Plan establish the overall policy direction for land use planning decisions in the City. The Land Use Policy Map displays graphically the location and distribution of land use in Port Hueneme, whereas the element text describes the form these uses will take, as well as the programs the City will pursue to implement the land use goals.

Goals and policies set forth in the Land Use Element shape and reflect the policies and programs contained in the other General Plan elements. For example, the street system and circulation improvements described in the Circulation Element are designed to accommodate the intensity of use allowed by land use policy. Housing Element programs focus on neighborhood stabilization and rehabilitation of single-family units. This is being done to ensure the long-term viability of existing neighborhoods and provide a mix of housing types.

The City intends to achieve a number of objectives through implementation of the goals and policies contained in this element.

Scope and Content: To best address land use issues affecting Port Hueneme, this element is divided into six subsequent sections - Intergovernmental Relationships, Related Plans and Programs, Land Use Issues, Land Use Element Goals and Policies, Land Use Plan, and Implementation of the Land Use Plan. The first three subsections highlight related governmental agencies, plans, and programs which effect land use planning in the City and land issues facing the City. They set the framework for goal formulation and policy and program development. These goals and policies are stated in the fourth subsection. Lastly, the Land Use Plan describes in detail the Land Use Policy map and identifies how long-term land use policy will be implemented in Port Hueneme while the Implementation subsection describes how the plan will be realized.

*Focus of the
Land Use Element*

Small Development Sites: Much of Port Hueneme is urbanized, with little likelihood of changing over the next twenty years. Preparation of this General Plan focused on vacant areas and areas which redevelopment plans identified as blighted and in need of being recycled to viable uses. Key development areas are summarized in the Land Use Plan subsection and specific redevelopment projects are prioritized in the Implementation subsection. With the exception of vacant retail commercial sites north of Channel Island Boulevard, several properties adjacent the intersection of Pleasant Valley Road and Evergreen Avenue, and a small site on Hueneme Road and "J" Street, all of the small development sites are within the Central Committee's Redevelopment Project Area.

Market Street: The area between the Port, Scott Street, Hueneme Road, and Ventura Boulevard is of special importance. New development in vacant portions of this area, i.e., the western half and along Market Street, must tie into existing commercial uses fronting on Ventura Road, the Museum, the Port, and the Beach area.

The Sunkist Site: Past proposals for a resort hotel did not prove viable. The Land Use Element does not propose a specific use type for this area; rather it defines a commercial/residential mixed use land use classification.

Pleasant Valley Road Extension: The extension of Pleasant Valley Road across the CBC to connect with Victoria Avenue is shown on the Land Use Policy Map and addressed in detail in the General Plan Circulation Element.

The Military and the Port: An important objective of the General Plan is the establishment of stronger ties and ongoing linkages between the City, the Port and the Military. The 1987 Agreement between the City and Port, and numerous city/military improvements around the perimeter of the CBC have established a strong precedent for continued cooperation between the three primary jurisdictions in Port Hueneme.

*Intergovernmental
Relationships*

Government agencies at the local, regional, state and federal level influence and affect the City of Port Hueneme. A brief summary of the primary impacts that these agencies have on the City are described below.

Ventura County Air Pollution Control District: The Ventura County Air Pollution Control District adopted the 1987 Air Quality Management Plan in July 1988. The California Legislature passed the California Clean Air Act (CCAA) shortly after the 1987 AQMP was adopted. The CCAA requires all nonattainment areas (areas which exceed the established air quality standards) in the State to develop plans to meet federal and state air quality standards. As a result, the 1991 AQMP was created. The Plan contains control measures to reduce pollution emissions.

The 1991 AQMP will be revised periodically to comply with new federal planning and additional CCAA requirements. Controls implemented through the Plan could increase business operation costs, making it less desirable for commercial and industrial developments to locate in Port Hueneme and the surrounding area. The Plan, as a result, may limit further development in Port Hueneme.

The City of Port Hueneme has incorporated goals and policies into the Conservation/Open Space/Environmental Resources Element to adequately address air quality issues confronting the City.

City of Oxnard Wastewater Division: The Oxnard Treatment Plant, maintained by the Oxnard Wastewater Division, treats all wastewater generated within the City of Port Hueneme. The plant's processing capacity recently (1992) increased from 22.6 to 31.7 million gallons/per day.

As a result of structural improvements, the Oxnard Treatment Plant is able to more efficiently handle

wastewater from the City. However, Port Hueneme will not currently (1992) benefit from capacity increases because the City in 1976 entered an agreement with the Oxnard Treatment Plant establishing a processing limit of 4 - 4 and 1/2 million gallons per day. Flow estimates in 1992 averaged 3.5 million gallons/day. As a result of capacity increases, Port Hueneme may re-negotiate their contract limit later, if necessary. (See the Circulation/Infrastructure Element for further discussion).

Ventura County Local Agency Formation Commission: LAFCO is charged with the responsibility for encouraging an orderly formation and development of local government agencies within Ventura County.

The City of Port Hueneme's sphere of influence (the area designated by LAFCO that can be annexed by a jurisdiction) is contiguous with the City's existing boundaries. No additional annexations are anticipated to occur.

Ventura County Regional Council (VCRC): In 1992, the Association of Ventura County Cities (AVCC) is in the processing of forming a new body - the Ventura County Regional Council - to address planning issues on a subregional level. Issues such as traffic, growth management, water conservation, solid waste management, and open space linkages are some of the issues that the VCRC may address.

VCRC policies may result in proposed amendments to the General Plan.

Southern California Association of Governments (SCAG): In the latter half of the 1980s, growing regional concern and legislation regarding traffic, air pollution, rising housing costs, and other issues affecting the Southern California community as a whole led SCAG to prepare comprehensive regional plans which address these concerns. Two plans which

affect planning in Port Hueneme include SCAG's Regional Mobility Plan, and Growth Management Plan. These plans intend to work in concert to reduce traffic congestion and pollutant levels. Planning strategies focus on reducing automobile and truck traffic on the regional transportation network, as well as at local levels.

These regional plans contain strategies that directly affect the City of Port Hueneme.

Hueneme and Oxnard Elementary School Districts: Both school districts educate students from Port Hueneme. Each district does not exclusively serve Port Hueneme and students from other communities attend schools within these districts. In addition, students in Port Hueneme may attend schools outside the corporate limits of the City but within the respective school district.

Hueneme School District operates eleven school sites. Four of these sites - Bard, Hueneme, Parkview, and Sunkist Elementary Schools - are located in Port Hueneme. The Oxnard School District maintains eighteen school sites. The Hueneme School District generally includes the eastern portion of Port Hueneme; the Oxnard School District, the northern portion.

New development occurring within Port Hueneme and the surrounding area may increase the number of students within each school district. The Public Safety/Facilities Element addresses these issues relating to schools and establishes goals and policies to guide the education system.

Oxnard Union High School District: The Oxnard High School District encompasses the entire City of Port Hueneme and extends into the Cities of Oxnard and Camarillo. The majority of students in Port Hueneme attend Hueneme High School.

Similarly to the elementary school districts, new development may increase the high school's student population. Refer to the Public Safety/Facilities Element for additional information.

City of Oxnard: The City of Oxnard has a population of approximately 142,216 persons, according to the 1990 U.S. Census. Port Hueneme is almost completely surrounded by the City of Oxnard with only a small portion of unincorporated land situated on Port Hueneme's southwestern border.

Due to close proximity of the two cities, policies in either jurisdiction affect the neighboring City. The most significant new development that may occur in Oxnard is along Ormond Beach which is located southeast of Port Hueneme. A specific plan for the Ormond Beach area is currently being prepared, and planning staff anticipates that the document will be available in early 1993. Development occurring as a result of this plan may impact traffic, air quality, and other issues in Port Hueneme.

A joint planning agreement between the Cities of Oxnard and Port Hueneme was created in 1991 to coordinate the development of the specific plan for Ormond Beach. The agreement established that both cities should work together to:

- create compatible land development policies;
- develop design standards for Hueneme Road;
- create a waterfront development program;
- link non-vehicular transportation networks;
- evaluate cooperative redevelopment opportunities;
- plan capital improvements; and
- evaluate Ormond Beach's economic impact.

Oxnard Harbor District: The City of Port Hueneme and Oxnard Harbor District entered an agreement in March, 1987. The agreement requires the City to consider amending the City's General Plan, Local Coastal Program, and Zoning Ordinance to impose a single zoning classification upon the property owned

by the Oxnard Harbor District within the City. The agreement also specifies that the City will institute development policies and standards which streamline permit processing.

In response to this agreement, the City of Port Hueneme is revising its General Plan to include one land use designation for property owned by the Oxnard Harbor District. In addition, the General Plan contains policies to streamline permit processing for District projects.

California Coastal Commission: Port Hueneme adopted a Local Coastal Plan in February 1983 and certified in 1984. Prior to the adoption of the LCP, the California Coastal Commission had primary responsibility in the jurisdiction over the issuance of development permits for projects which are consistent with Coastal Act policies. Once the LCP was approved, approval of development projects within the coastal zone reverted to Port Hueneme.

Although the City of Port Hueneme has primary responsibility to issue building permits, the Coastal Commission retains discretionary review on appealable projects within the coastal zone.

The Plan section of this Element contains a discussion of Port Hueneme's Local Coastal Plan and the General Plan.

California Regional Water Control Board: The California Regional Water Quality Control Board is responsible for maintaining acceptable water quality.

Water in the City's water system as well as water emitted by sewage outfalls is subject to quality standards set by the Board. (See the Conservation/Open Space/Environmental Resources Element for additional information).

*Related Plans and
Programs*

In addition to locally adopted plans, Port Hueneme is affected by a number of regional policies. City and regional plans which relate to the General Plan are discussed briefly in the following paragraphs.

Ventura County Air Quality Management Plan (1991): The Ventura County Air Quality Management Plan (AQMP) establishes policies and programs for the attainment of federal and state air quality standards. The Plan contains measures to reduce emissions of reactive organic compounds and nitrogen oxides, the two precursors to ozone. In addition to control measures, the report includes information about air quality trends, and emission forecasts.

Many policies and programs from the AQMP have been incorporated into the Conservation/Open Space/Environmental Resources Element.

Transportation Control Measures (1988): As an outgrowth of the 1987 Ventura County Air Quality Management Plan, the City of Port Hueneme is obligated to implement various transportation control measures which serve both to alleviate traffic congestion and reduce photochemical smog. A number of these measures (e.g. jobs/housing balance recommendations) influence policy direction for the distribution of land uses within the City and have been included in the Conservation/Open Space/Environmental Resources Element.

Ventura County Congestion Management Plan (1991): State law requires that Ventura County create a Congestion Management Program (CMP) prior to the County receiving gas tax monies, made available through Proposition 111. The CMP represents an effort to manage traffic congestion by coordinating the many transportation, land use, and air quality programs in Ventura County. As part of this program, the City of Port Hueneme is required to

adopt their own land use impact program and establish policies to maintain LOS standards which are outlined in the Circulation/Infrastructure Element.

Trip Reduction Plan (1989): The Air Pollution Control District adopted a Trip Reduction Rule (210) in June, 1989 to reduce smog and meet EPA's standards for clean air. The Rule requires employers to reduce the number of work commute trips. Employers must increase the number of people in a car (Average Vehicle Ridership) to at least 1.35 employees by January 1997. After 1997, the AVR must be increased to 1.50 persons per vehicle.

Port Hueneme Risk Assessment (1990): The Port of Hueneme comprises a significant portion of the City's coastline. Operations occurring in the Port could affect residents and businesses in the City. In 1990, a risk assessment for the Port of Hueneme was prepared which analyzes the potential risk to the surrounding community from facilities and operations at the Port. The report includes specific measures to ensure the safety of Port operations. These measures are incorporated into the Public Safety/Facilities Element.

Seismic Hazards Mapping Act (1990): The Seismic Hazards Mapping Act of 1990 calls for the delineation of seismic hazard zones bounding areas of high potential for liquefaction, earthquake-induced landslides, and other ground failures. Hazard zone maps are expected to become available in the mid-1990s.

The principal role of the State is to identify seismic hazard study zones. Based on State prepared maps, the local government is charged with adopting policies to reduce the extent of earthquake damage. Preliminary policies are included in the Public

Safety/Facilities Element to support the Seismic Hazards Mapping Act.

City of Port Hueneme Multihazard Functional Plan (1990): The Multihazard Functional Plan provides the basis for disaster response planning in Port Hueneme. (See the Public Safety/Facilities Element for additional information). The Plan addresses the jurisdiction's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. Operational data, including a listing of resources, key personnel, essential facilities, contacts, and other data needed for conducting emergency operations is also provided.

Ventura County and Incorporated Cities Hazardous Waste Management Plan (1988): The Hazardous Waste Management Plan is designed to ensure that safe, effective, and economical facilities for the management of hazardous wastes are available when they are needed. To attain this goal, the Plan establishes goals, policies, and programs to encourage the safe handling, storage, and transportation of hazardous materials.

The Public Safety Element addresses the hazardous materials issue and incorporates policies from the County's Hazardous Waste Management Plan to manage hazardous materials.

Parks and Recreation Master Plan (1990): The Parks and Recreation Master Plan forms a framework for the future provision and operation of active and passive parks, pedestrian and bicycle paths, recreation and leisure programs, and community service facilities which physically relate to parks provisions. This Plan includes two parts: an inventory of existing recreation facilities in Port Hueneme and a plan that specifies improvements for the future operation of each facility.

In addition, the Plan includes a summary of proposed expenditures and available funding sources.

This Plan served as the basis for the development of the parks and recreation portion of the Conservation/Open Space/Environmental Resources Element.

Water Conservation Retrofit Program (1991): Port Hueneme has adopted a Water Conservation Retrofit Program to decrease the City's water consumption. The program requires all new buildings and all existing buildings which are altered to conform with the American National Standards Institute requirements for ultra-low consumption plumbing fixtures, such as low flush toilets and low flow showerheads. (See the Conservation/Open Space/Environmental Resources Element). In addition, all new construction must contribute retrofit in-lieu fees.

Fox Canyon Ground Water Management Agency Ordinance 5 1990): State legislation (AB 2995) passed in 1982, created the Fox Canyon Ground Water Management Agency (GWMA) to manage the area's groundwater conditions. In August 1990, the GWMA adopted Ordinance 5 which requires all users of groundwater supplies in their jurisdiction to reduce their pumping from groundwater supplies in accordance with specific date and percentage goals.

Many elements including Land Use, Conservation/Open Space/Environmental Resources, and Circulation/Infrastructure address the water supply issue and Ordinance 5.

Urban Water Management Plan (1990): The Urban Water Management Act, adopted in 1985, requires that urban water purveyors serving more than 3,000 acre feet of water a year for municipal use must adopt an urban water management plan. Port Hueneme was one of the 12 water purveyors in the County that were required to comply with this law. In 1990, the City of Port Hueneme adopted an urban

water management plan that encouraged water conservation techniques. (Refer to the Circulation/Infrastructure, and Conservation/Open Space/Environmental Resource Elements)

Port Hueneme Local Coastal Program (1984): Port Hueneme's current LCP was certified by the California Coastal Commission in 1984. The LCP exists as an amendment to the existing (1977) General Plan and discusses the allowable land uses and applicable coastal resource issues for the planning areas within the city's coastal zone. The LCP continues to be implemented as the primary planning document for the coastal zone. The updated General Plan incorporates policies from the LCP to preserve coastal resources. (See the Conservation/Open Space/Environmental Resources Element).

Community Redevelopment Law: California, through the Community Redevelopment Law (Health and Safety Code Sections 33000 et. seq.) authorizes a city to undertake redevelopment projects to revitalize blighted areas. An adopted plan provides additional tools to a city to effectuate productive change. (See the Economic Development Element). These include the use of tax increment (i.e., amount of additional tax revenue above a "frozen" base generated by increased property valuations resulting from new development on the project), property acquisition, consolidation of small parcels, joint public-private partnerships, clearance of land and resale to developers, and relocation of tenants. A minimum of twenty percent of the tax increment, in most cases, is to be used for the development of low and moderate income housing.

The Ventura West Specific Plan, January 1978, has proved and continues to be, a valuable redevelopment tool. This plan is used in "targeting" revitalization and improvement programs within Ventura West portion of the City's redevelopment area.

Ventura West Specific Plan (1978): The Ventura West Specific Plan, adopted in January 1978, serves as an important redevelopment tool in Port Hueneme. The Plan identifies target areas and outlines specific actions to be undertaken at each site. The objective of the plan is to improve Ventura West as a residential neighborhood through rehabilitation, new construction, and new public improvements, while maintaining the area's role as a housing resource for those of low and moderate income.

Redevelopment Plan for Central Community Project (1976): The redevelopment project area encompasses the southeastern portion of Port Hueneme. The project area is bounded on the north by Pleasant Valley Road, the ocean on the south, Surfside Drive on the east, and the Port of Hueneme/U.S.N.C.B.C. on the west.

The Redevelopment Plan establishes a directive for future development within the project area. All units remaining in the project area shall be rehabilitated to meet safety requirements. In addition, new construction must comply with existing building codes, the redevelopment plan, the City's zoning ordinance, and the State Health and Safety Code. The City may also require special set backs, landscaping, open space, space for light, air and privacy, underground utilities, parking, and signing for new construction in the project area. These special requirements are designed to create a cohesive, and functional area, comprised of residential, commercial, and industrial uses.

Cost Control System for the City of Port Hueneme (1992): The Cost Control System report provides the base data for the City of Port Hueneme to chart a future financial course that will preserve the quality of life which local citizens have come to expect. (See the Economic Development Element). The report examines revenue sources and the costs associated with operating existing and future programs and facilities.

City of Port Hueneme Administrative Supplement to the State CEQA Guidelines (1991): To administer CEQA, public agencies are required to adopt objectives, criteria and specific procedures consistent with CEQA and the State CEQA Guidelines. In compliance with this mandate, the City of Port Hueneme has prepared an Administrative Supplement which contains an overview of the environmental review process, a description of the planning department and city council's responsibilities, a discussion of projects that are exempt under CEQA, and an outline of the steps involved in preparing an EIR.

City Landscape Design Standards: The City of Port Hueneme Landscape Design Standards establish the minimum landscape requirements for all new private developments within the community. A plant palette and list of materials that can be utilized for landscaping are included within the document.

South Coast Area Transit Joint Powers Agreement: South Coast Area Transit (SCAT) is the regional transportation system serving residents of western Ventura County. The system grew out of the merging of the City of San Buenaventura's Citizens Transit Bus Service (which provided transit services to the cities of San Buenaventura and Ojai) and the City of Oxnard's Municipal Bus Lines (which provided transit services to the cities of Oxnard and Port Hueneme). A Joint Powers Agreement was signed in 1973 between these four cities. In 1977, the City of Santa Paula and County of Ventura were added as participating members.

The Board of Directors meets monthly to provide policy formation and direction for SCAT operations. Each Board member has a weighted vote, which is based on the number of service miles traveled throughout each jurisdiction and thus, the amount of annual funds contributed to SCAT operations.

Ventura County Fire Prevention District Joint Powers Agreement: Since incorporation, the City has been serviced by the Ventura County Fire District (VCFD). Throughout the County, the District has 32 fire stations and employs 463 full-time staff and approximately 40 reserve personnel. The 856-square mile service area includes the cities of Port Hueneme, Camarillo, Thousand Oaks, Moorpark, Simi Valley, Ojai and the unincorporated areas of Ventura County. In addition to field operations, VCFD provides the City with fire safety planning and plan check services for new construction, fire code inspection and enforcement, and hazardous materials containment/cleanup.

Land Use Issues

As part of the update to the Port Hueneme General Plan, the General Plan Advisory Committee reviewed a number of issue papers. These papers presented key issues to be addressed in the General Plan. The committee met over a period of several months to discuss and present their opinions concerning each issue area.

The following section is comprised of two parts: general issues and environmental constraints. The section sets forth the primary issues to be resolved and serves as the background data to guide future policies in the City.

The issues identified in this section provide the foundation on which Land Use Element Goals and Policies are based.

Housing Trends: Single-family homes comprise a substantial portion (58 percent) of Port Hueneme's housing stock, according to the 1990 Census. However, the type of housing development in the City has shifted from single-family homes to multi-family units.

This intensification of land use occurred as a response to market demand, and the fact that land and development costs, coupled with redevelopment and state housing policy requirements, necessitated multi-family densities.

Population growth resulting from residential development provides additional support for retail activism in a City. However, a substantial portion of the population growth can be contributed to second-home owners. Second-home buyers provide some additional support for housing in Port Hueneme, but they provide only marginal support for retail activity as a result of the shorter-term nature of their visits.

Commercial Trends: Commercial development in Port Hueneme includes both retail uses and hotels.

Retail uses, located in Port Hueneme, serve local neighborhoods within the community. New retail space supportable by population growth in Port Hueneme and nearby Oxnard is estimated to be 42,000 square feet by 2000 and 114,000 square feet by 2010. New retail development will be similar to existing uses because limited opportunities exist to attract retail uses that serve the region, such as large discount stores. Stores with regional markets usually have site requirements that exceed the largest parcels in Port Hueneme.

Opportunities for future hotel development in Port Hueneme are limited. Existing hotels experience low occupancy rates and clientele from businesses and the Navy Base are not anticipated to increase. Overall, the extent to which the market is now overbuilt suggests that development of a new facility is not feasible until the latter part of this decade.

Industrial Trends: The City of Port Hueneme has experienced little industrial growth in recent years, primarily due to the amenities other sites in adjacent cities can offer.

The industrial sector's slow growth is anticipated to continue because sites in the Cities of Oxnard and Camarillo are located closer to Interstate 101. In addition, existing harbor related industries, located in Port Hueneme, are not anticipated to expand.

U.S. Naval Construction Battalion Center: The U.S. Naval Construction Battalion Center (USNCBC) occupies over half of Port Hueneme's land area. The size and configuration of this property effectively fragments the north and south portions of the community.

Although the City has no direct jurisdiction over the USNCBC, naval operations substantially impact the City's land use patterns. Some means of cooperation between the City and USNCBC can be accomplished through the General Plan.

The General Plan focuses on areas of joint concern and benefit for the City and the U.S. Navy. Principal areas of interest include:

1. Potential consolidation, and possible relocation, of certain Base activities;
2. Private/public use of select Base properties through sale, lease and joint use agreements; and
3. Opportunity for traffic improvements including the widening of Channel Islands Boulevard/Ventura Road intersection, widening of Pleasant Valley Road west of Ventura Road, and a street connection from Pleasant Valley Road to Victoria Street to improve north-south circulation and to create a link between Port Hueneme and the Channel Islands Marina.

Port of Hueneme/Harbor: The Port of Hueneme is an important commercial/industrial area of the City, under the jurisdiction of the Oxnard Harbor District. The Port is a facility of statewide significance, being the only deep water harbor between Los Angeles and San Francisco.

In 1978, the District adopted a Master Plan for the Port and had it certified by the California Coastal Commission. At that time, the primary cargo was liquid bulk petroleum products for the Southern California Edison (SCE) Ormond Beach Power Plant. Although the Port maintains the capability of handling the same level of through put, there has been a significant decrease in liquid bulk tonnage due to SCE's trend away from liquid petroleum and toward natural gas fuels. During this same period, however, general cargo has increased annually.

Today, the District's primary emphasis has shifted to general cargo (break bulk, neo-bulk, (i.e., cars) limited containers, and dry bulk). General cargo destined for world trade markets including imports and exports, is carried on larger vessels requiring 30 to 35 feet of water depth. Commodity types consist of

bananas, automobiles, fresh fruit (California citrus), lumber products and wood pulp.

The District foresees a continuation of the present type and mix of commodities handled with an emphasis on world trade imports and exports. Consequently, it plans to modernize and upgrade existing facilities in line with its existing (1987) Master Plan.

Specific uses as to land, water and wharf areas within the confines of the harbor are governed by the Port Master Plan authored and administered through the Oxnard Harbor District. While the Oxnard Harbor District is the agency principally responsible for overall implementation of the Port Master Plan, the City of Port Hueneme, under its vested "police powers," retains development review and permit authority within the harbor.

Key Development: Parcels: Port Hueneme has identified 18 key parcels for planning and redevelopment purposes, as illustrated in Figure LU-1. These parcels are believed to have the greatest development (if vacant) or redevelopment potential.

Five of the key parcels are wholly or partially vacant, nine include residential uses (often in conjunction with another use), and two are industrial. Commercial uses occupy the remaining parcels or portions. The largest parcel totals approximately 10 acres, and the smallest covers 0.25 acre. The site acreage, current zoning, current use, future use options, and potential dwelling unit capacity is tabulated for each of the key development sites in Table LU-1. All but three of the parcels are within the redevelopment project area (i.e., parcel 1 on Victoria Avenue, parcel 7 fronting on Pleasant Valley Road east of Ventura Road, and parcel 15 at Port Hueneme Road and "J" Street).

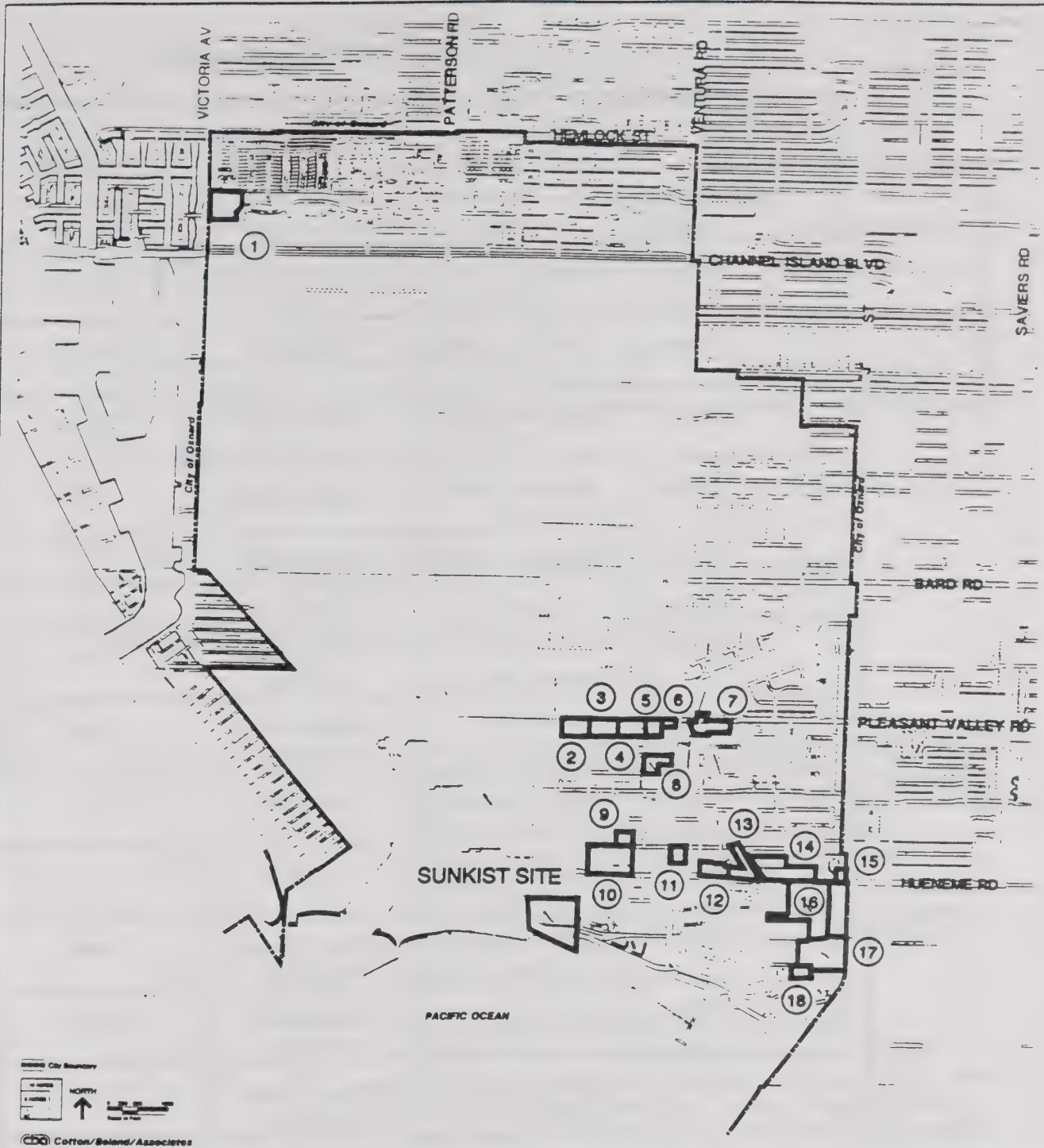


Figure LU-1
Key Development Parcels

**TABLE LU-1
KEY DEVELOPMENT SITES TABULATION**

	Site Acres ¹⁾	1993 Use/Dus ²⁾	General Plan Land Use Policy Designation	Potential Dus ³⁾
..	4.49 ac	Vacant	Commercial	---
2.	2.16 ac	Resid. & Comm./ 23 dus	Mixed Use	21 dus
3.	2.16 ac	Resid. & Comm./ 23 dus	Mixed Use	18 dus
4.	2.16 ac	Resid. & Comm./ 11 dus	Mixed Use	29 dus
5.	1.08 ac	Vacant & Resid./ 5 dus	Mixed Use	13 dus
6.	0.52 ac	Motel & Comm.	Commercial	---
7.	1.77 ac	Retail	Commercial	---
8.	1.98 ac	Vacant (Hospital property)	Medium Density Residential	21 dus
9.	0.97 ac	Resid./ 12 dus	Medium Density Residential	2 dus
10.	5.61 ac	Resid. & Comm./ 8 dus	Commercial	---
11.	0.46 ac	Resid. & Comm./ 2 dus	Commercial	---
12.	1.47 ac	Vacant & Resid./ 5 dus	Medium Density Residential	24 dus
13.	1.88 ac	Motel	Medium Density Residential	38 dus
14.	4.32 ac	Resid. & Comm./ 15 dus	Medium Density Residential	71 dus
15.	0.25 ac	Vacant Gas Station	Medium Density Residential	3 dus
16.	10.08 ac	Vacant	Industrial	---

TABLE LU-1
KEY DEVELOPMENT SITES TABULATION
 (continued)

Site Acres ¹⁾	1993 Use/Dus ²⁾	General Plan Land Use Policy Designation	Potential Dus ³⁾
17. 8.13 ac	Industrial	Industrial	---
18. 1.02 ac	Industrial	Industrial	---
TOTAL	104 dus	-	240 dus

1) ac = acres

3) du(s) = dwelling unit(s)

4) Med. Den. Resid. = Medium Density Residential 7-15 du/acre
 Mixed Use = 15-25 du/acre.

Source: City of Port Hueneme, Cotton/Beland/Associates, April 1993.

Urban Design: Urban design plans and programs are included in various Port Hueneme projects, including the Hueneme Beach Master Plan, the Surfside Village Redevelopment Project, the Central Gate Improvements for the Port of Hueneme, and development of the Sunkist Site and Market Street area. Also, discussions are now in progress regarding a realignment of the entrance to the Naval Civil Engineering Laboratory.

The City has broadened its use of planned development zoning in order to evaluate private projects for site design and architectural quality. Also, the City's various landscape design standards have been consolidated into Landscape Design Guidelines.

The application of urban design standards is not intended to result in unnecessary delays in the planning process. The City continues its emphasis on permit streamlining, including the City Council assuming Planning Commission duties in 1992.

Evolving Land Use: The City has encouraged private reinvestment through density bonuses and zoning enhancements. This process has fostered, and will continue to foster, revitalization of under-used and "blighted" areas. Care is being taken to avoid adverse impacts on single-family neighborhoods, since the process of revitalization often requires an intensification of land use. Development at greater-than-prior densities is usually necessary to achieve an adequate return on investment.

Increase in land use intensity results in greater demands on city services. Fortunately, this is not a major concern in Port Hueneme, since basic utility systems and services are well established, and the compact nature of the city has an "economy of scale" effect.

While overcrowding is a concern in several older multi-family areas of the city, it has not caused an undo strain on city services. The principal problems with overcrowding are the adverse effect on public health and safety, and resultant blighting effects on property.

Environmental Constraints

Environmental constraints in Port Hueneme include water availability and quality, sand replenishment and the beach, seismic safety, flooding, hazardous materials, and noise. These constraints are considered in the General Plan to protect the environment and City residents.

Water Quality: The City is underlain by a large groundwater basin called the Oxnard Basin. Groundwater is located in a series of multiple aquifers that are confined under artesian pressure and are separated from one another by continuous layers of silt or clay. Groundwater movement is normally toward the coast and natural discharge is offshore through submerged outcrop areas.

Due to sumping from irrigation of agricultural lands in the Oxnard-Port Hueneme area since the 1920s, groundwater levels decreased and sea water invaded aquifers near the coast. Since the late 1960s, sea water intrusion into coastal aquifers has been significantly reduced due to decreased irrigation pumping related to conversion of farmlands to urban uses. Groundwater levels throughout the City are generally shallow, especially near the ocean and declining to the north.

Domestic water is purchased from the United Water Conservation District, which has historically received both imported and well water. Water is brought into the City by a pipeline along Pleasant Valley Road. In addition to this source of water, three emergency wells are located within the City. Domestic water received from the United Water Conservation District meets all established primary water quality standards. However, not all secondary water quality standards have been met, including total dissolved solids (TDS).

Water Supply: State legislation (AB 2995), passed in 1982, created the Fox Canyon Ground Water Management Agency (GWMA) to manage groundwater supplies. GWMA's jurisdiction encompasses a number of communities including Moorpark, Camarillo, Oxnard, Port Hueneme, and portions of Ventura. The GWMA was formed as a condition to receiving a State Water Resources Control Board grant to deter sea water intrusion. (When groundwater is over-pumped, sea water can infiltrate the aquifer and degrade water quality.)

In August 1990, the GWMA adopted Ordinance 5 which requires all users of groundwater supplies to reduce their pumping. Reductions are based on a strict formula that requires users to reduce their water consumption in 5% increments. (See Table LU-2) The goal is to achieve a 25% reduction in water consumption by the year 2010. Each 5% reduction is calculated from the user's base year water consumption, which is the average water usage by that particular user between 1985 and 1989.

**TABLE LU-2
REDUCTION REQUIREMENTS**

Year	Percent Reduction Requirement
1992	5%
1995	10%
2000	15%
2005	20%
2010	25%

Like all jurisdictions extracting water from groundwater resources within GWMA's jurisdiction, Port Hueneme is required to limit its water usage. The United Water Conservation District, which provides water to Port Hueneme, has a base year consumption rate of 3,600 acre feet. According to the target dates, the following water consumption reduction schedule will be required:

**TABLE LU-3
UNITED WATER CONSERVATION
DISTRICT WATER ALLOCATIONS
WITH MANDATORY REDUCTION**

Year	Future Water Allocations	
	With Mandatory Water Reductions	Percent Reduction
1992	3,420 acre feet	5%
1995	3,240 acre feet	10%
2000	3,060 acre feet	15%
2005	2,880 acre feet	20%
2010	2,700 acre feet	25%

- Reduction each year is calculated from the base year consumption rate of 3,600 acre feet.

During the 1991-1992 fiscal year, Port Hueneme utilized 2,683 acre feet of water. Due to the implementation of conservation measures, this is greatly reduced from 1990-1991 consumption rate of 3,286 acre feet; and 1989-1990, 3,349. Ordinance 5, if fully implemented, requires Port Hueneme to reduce its water consumption to 2,700 acre feet in the year 2010. The City must continue to conserve water to achieve the 2010 reduction goal.

Sand Replenishment and the Beach: The maintenance of sandy beaches is critical because beaches serve as natural buffers between wave action and easily eroded uplands. Sandy beaches tend to dissipate wave energy, yet incur very little damage. Naturally occurring buffer zones (such as coastal sand dunes) are generally more effective at reducing wave damage and protecting the coastline than man-made protective devices. Extensive beach erosion can result in loss of recreational values and their contribution to tourism, and loss of protection from storm and wave damage.

Coastal and beach erosion occurs along the Ventura-Oxnard coast. The direction of littoral drift of sand is predominantly from northwest to southeast (downcoast), although temporary reversals do occasionally occur during summer and fall. The estimated annual sand transport rate for the Port Hueneme to Point Mugu littoral subcell is 1,100,000 cubic yards. The Port Hueneme Harbor entrance has a major impact on this littoral transport as do flood control structures and reservoirs on the rivers and streams in Santa Barbara and Ventura Counties. These structures reduce the peak waterflows, indirectly reducing the amount of sand reaching the coast.

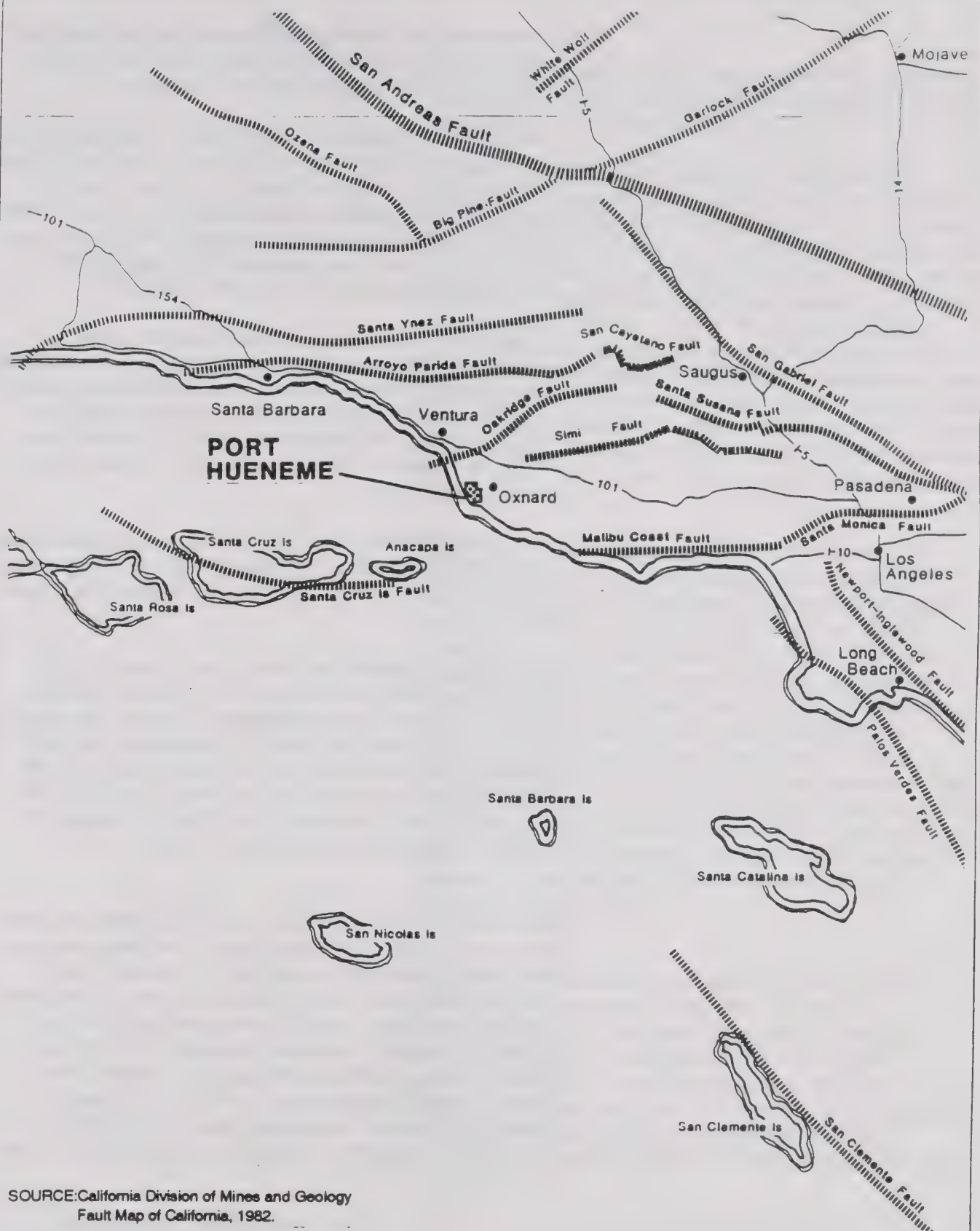
Locally, the Port Hueneme Harbor was constructed in 1940 at the end of the Hueneme submarine canyon. The harbor jetties, acting in conjunction with the submarine canyon, intercept most, if not all, of the littoral transport. This sand is then effectively

prevented from reaching Hueneme Beach and areas to the south.

To offset this erosion, the U.S. Army Corps of Engineers initiated a sand bypassing project in 1953 to mechanically transfer sand past the harbor mouth. The construction of Channel Islands Harbor in 1961 included a sandtrap, from behind which sand is dredged every two years and deposited downcoast of the harbor entrance. Approximately 1.5 million to 2.0 million cubic yards of sand are placed on Hueneme Beach on an average of every other year. The width of the beach south of Port Hueneme is directly related to the amount of sand artificially delivered to it from the Channel Islands Harbor.

Seismic Safety: The entire Southern California region, including the City of Port Hueneme, is a seismically active area. An abundance of active, potentially active and inactive faults traverse the area. No faults are known to pass through the City; therefore, no part of the City is located within a designated Alquist-Priolo Special Studies Zone. However, regional faults capable of producing groundshaking within the City include the Oak Ridge fault, the Simi fault, the Santa Cruz fault, the Malibu Coast fault, the San Cayetano fault, the Santa Ynez fault, the Santa Susana fault, and the San Andreas fault (see Figure LU-2).

Ground shaking, rather than surface fault rupture, is the cause of the most damage during earthquakes. The severity, or intensity, of ground shaking is largely dependent on the size (magnitude) of the earthquake; the distance from the fault that generated the earthquake; and the underlying geologic material. Ground shaking can cause considerable damage to structures, especially older unreinforced masonry buildings. A recent study undertaken by the City found no such structures in Port Hueneme. Newer construction techniques provide a greater level of protection from groundshaking. In addition to causing



**Figure LU-2
Regional Fault Map**

groundshaking, earthquake ground motion may also contribute to secondary seismic hazards including: subsidence, soil liquefaction and tsunamis.

Subsidence is sinking of the ground surface caused by lowering of the groundwater table or removal of fluids (oil or water) from the subsurface strata. Several incidents of subsidence have occurred on the Oxnard Plain, but most have been manmade fill or very loose material, and were not seismically related. This potential is considered low within the City.

Liquefaction is a condition which occurs when unconsolidated, saturated soils change to a near-liquid state during groundshaking. For liquefaction potential to exist, three principal conditions must usually be met: soil relative density less than 70 percent; the water table within the upper 40 feet of soils; and poorly graded soils.

The Oxnard Plain has a high ground water table and is underlain by several saturated aquifers. A general potential for liquefaction exists throughout the entire area.

Tsunamis, or seismic sea waves, are generated by undersea seismic movement. The Ventura County coast has a low tsunami damage potential, but may be unsafe during such an event. These waves are not common and Port Hueneme is somewhat sheltered from tsunamis generated in the North Pacific by the Channel Islands; however, it is relatively exposed to tsunamis generated in the South Pacific.

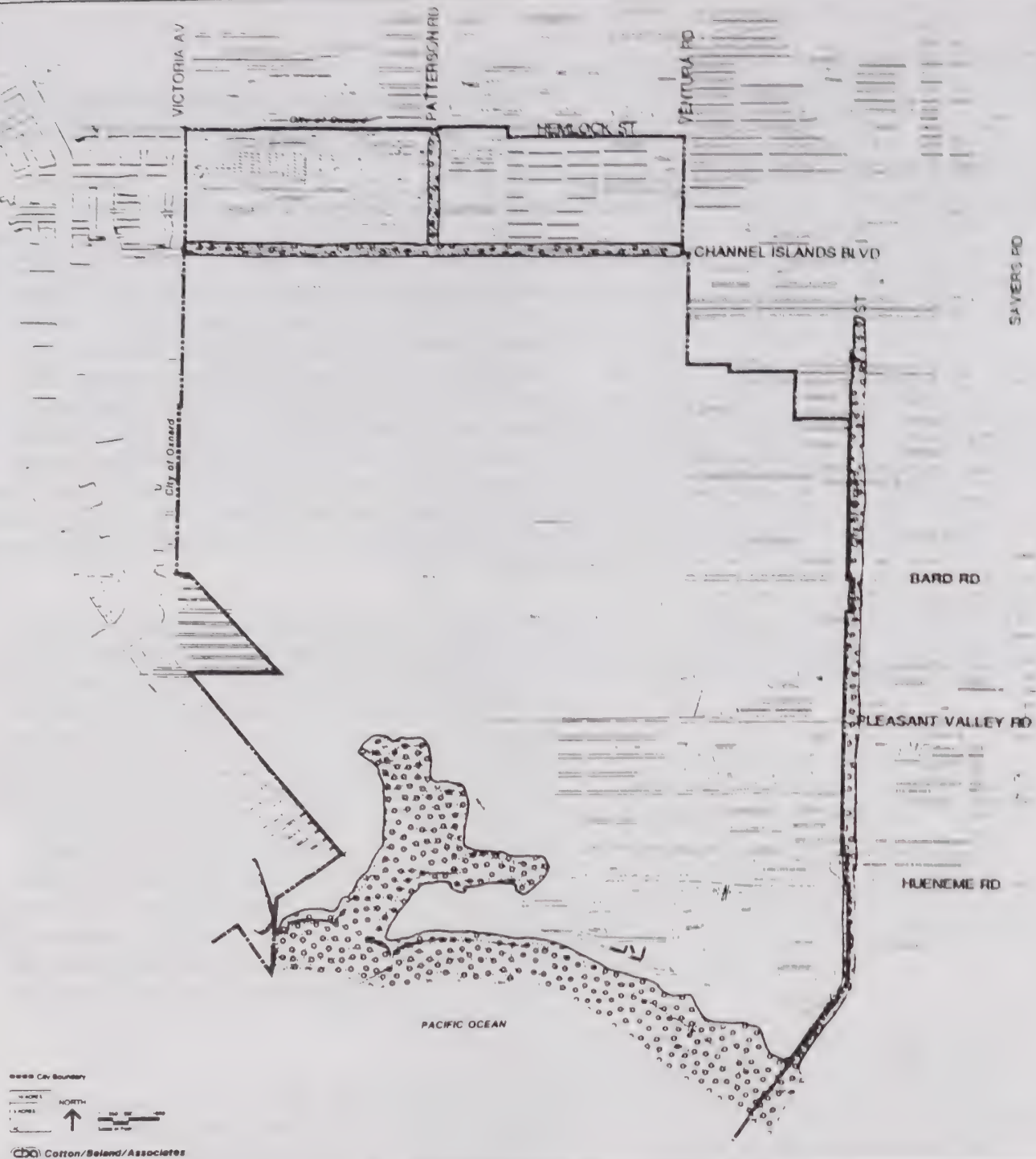
Flooding: In Port Hueneme, potential flood hazards may result from overflow of natural watercourses and man-made drainage systems due to excessive and unusual storm run-off or high ocean tides. The storm drainage and flood control system within the City generally consists of surface drainage with limited storm drains. Bubbling Springs is the major flood control channel constructed in the City. Runoff through this system ultimately drains to the ocean. Other runoff collected is diverted to the harbor. The

City's existing storm drain system and flood control facilities generally have sufficient capacity to protect developed areas from flooding.

However, the Federal Emergency Management Agency has identified a localized area that is subject to flooding during the 100-year flood. The 100-year flood is based on historical records which suggest that a flood of this size would be expected to occur on the average of once within a 100-year period. Technically, a 100-year flood has a one-percent chance of occurring within a given watershed in any given year (Note: the 100-year flood designation does not mean that this level of runoff will occur only once every hundred years). In Port Hueneme, the 100-year flood area includes the harbor, flood control channels, and beach. The extent of potential flooding is shown in Figure LU-3.

The City of Port Hueneme is a participant in the National Flood Insurance Administration Program through the Federal Emergency Management Agency (FEMA), which provides federal flood insurance subsidies and federally financed loans for property owners in flood prone areas. The U.S. Department of Housing and Urban Development (HUD), through the Flood Insurance Program has identified and mapped those areas of Port Hueneme at risk to periodic flooding. The resulting Flood Insurance Map (FIRM) is designed for flood insurance and floodplain management applications. The FIRM includes flood zone designations for special areas which may be subject to flooding and the anticipated floodwater depths in these areas.

Hazardous Materials: Hazardous materials are present in various forms and concentrations throughout the City of Port Hueneme. The major concerns regarding these materials include the activities at the Port of Hueneme and on Navy controlled properties; the transport of these materials through the City; and the storage and use of hazardous materials within industrial, commercial and residential areas.



 100 Year Flood Zone

SOURCE: Federal Emergency Management Agency
FIRM Map, 1988.

NOTE: The entire city is within the 500-year flood zone and certain areas are subject to 100-year flooding with average depths less than one foot. Areas where the drainage area is less than one square mile may also be flooded.



Figure LU-3
100 Year Flood Zone

The area of most concern relates to port activities. Operations at the port include storage and transfer of offshore drilling equipment, automobiles, petroleum fuels, produce and other products. Activities also occasionally include temporary storage of drilling muds. In general, the only potentially hazardous materials handled in bulk at the Port are petroleum fuels. This includes fuel imported for the Southern California Edison (SCE) electric power-generating plant, fuel for vessels, and fuel used by the offshore oil industry.

Petroleum fuel storage is limited to two tank facilities: the SCE tank farm northeast of the harbor and the Tesoro tank farm located along Hueneme Road immediately north of the Sunkist Site.

The results of the risk assessment prepared for the Port indicate that the probability of a fire or explosion at these facilities is extremely low. This is because the tanks are constructed with weak seam roofs which release under low pressure and direct explosions skyward; no flammable materials are handled (only combustible); there are no open flames or other sources of ignition present at the facility; and the most common cause of tank explosions is lightning which is not prevalent in southern California. The probabilities of accidental release at the SCE facility would be approximately the same as for the Tesoro facility.

Various hazardous materials such as drilling muds, chemicals, waste oil, etc. generated by offshore oil industry are periodically brought into the Port by support vessel and then transferred to truck for disposal. It is possible that combustible or flammable materials may be brought in and that a transfer spill could occur and ignite. The size of such a fire would not be large enough to create a radiant heat hazard footprint that would extend off the Port property.

Also, various hazardous materials such as acids and solvents are periodically brought into the Port by truck and transferred to oil industry support boats.

Transfer accidents from these activities are possible and would be similar to those described above.

Noise: Excessively high noise levels endanger the public's health and welfare. Certain land uses are more sensitive to noise than others (i.e., schools). As a result, federal and state agencies have established noise/land use compatibility guidelines. These guidelines are all based upon cumulative noise criteria such as Leq (equivalent noise level), CNEL, or Ldn. These standards state that it is normally unacceptable for residential uses, schools, libraries, churches, hospitals, and nursing homes to be exposed to noise levels over 65 dB. Other land uses may be exposed to higher noise levels, such as playgrounds, neighborhood parks, golf courses, office buildings, industrial, manufacturing, and agriculture uses. The Noise Element contains an evaluation of the 1992 noise environment and future noise levels in relation to established noise standards.

*Land Use Element
Goals and Policies*

The goals and policies contained in this element address preservation of major areas of the City, revitalization of others, and guidance for new development in undeveloped portions of the City. Goals and policies focus on maintaining a balance between residential, commercial, and industrial land use, promoting high quality development, and minimizing existing and potential land use conflicts.

Within the goals and policies section of each element, parenthetical references identify sections of the California Coastal Act to which General Plan policies apply. *(See the Land Use Element section: "Relationship of the California Coastal Act and Port Hueneme Local Coastal Program" for additional information).*

GOAL 1: CONTINUED DEVELOPMENT OF LAND USES WHICH WILL CREATE AND SUSTAIN A STRONG, VIABLE ECONOMIC BASE FOR THE CITY.

Policy 1-1: Encourage development of new uses which complement, rather than compete, with existing uses *(Coastal Act/30234)*;

Policy 1-2: Expand redevelopment activities to facilitate and achieve desired reuse of blighted properties, and maximum long-term economic benefit to the community;

Policy 1-3: Seek to attract and increase employment opportunities within new development;

Policy 1-4: Cooperatively explore joint-use opportunities with the Navy and with the Oxnard Harbor District *(Coastal Act/30250)*;

Policy 1-5: Maintain balance of land use intensities with existing and planned capacity of public facilities and services *(Coastal Act/30250, 30254)*;

Policy 1-6: Create a harbor visitor center which includes a marine/harbor "experience", to attract tourists *(Coastal Act/30213, 30220, 30250)*;

Policy 1-7: Investigate feasibility of a small amusement park as an interim use on vacant property in the Market Street or southeastern industrial area;

Policy 1-8: Pursue development of a seaside dinner house (*Coastal Act/30213, 30250*);

Policy 1-9: Invest in public relations to attract new businesses and tourists to Port Hueneme (*Coastal Act/ 30213, 30250*);

Policy 1-10: Preserve and exploit historic resources, with special attention given to the pine trees and Museum on Market Street, the Lighthouse, and the Bard Mansion;

Policy 1-11: Seek City participation in non-military use of military land (*Coastal Act/30250*); and

Policy 1-12: As part of the City's annual review of the General Plan, the relationship between the General Plan and the Zoning Ordinance will be carefully assessed to insure conformity between the two documents.

Policy 1-13: The City supports special and/or temporary events having the potential to generate revenues and support local businesses without creating an undo burden on police, fire, and maintenance services.

GOAL 2: CREATIVE UTILIZATION AND RESPONSIBLE CONSERVATION OF THE CITY'S MAJOR NATURAL ASSET - THE BEACH AND HARBOR ENVIRONMENT.

Policy 2-1: Promote tourism by encouraging development of visitor-serving uses, and educational uses and activities (*Coastal Act/30213, 30250*);

Policy 2-2: Consider adoption of a City-wide assessment for continued improvement and maintenance of recreation facilities (*Coastal Act/30213, 30254*);

Policy 2-3: Establish annual parking fees for beach parking areas, with a special reduced fee permit for city residents (*Coastal Act/30213, 30254*); and

Policy 2-4: Consider creating public access (i.e., walkway) to the Lighthouse at the Harbor entrance and other Port areas, especially along the ocean frontage between Hueneme Beach park and the Harbor entrance (*Coastal Act/30210, 30211*).

GOAL 3: DEVELOPMENT AND MAINTENANCE OF A HOUSING STOCK WITH A BROADER RANGE OF CHOICE FOR LOCAL RESIDENTS.

Policy 3-1: Encourage development of diversified housing types which meet community needs -- with special emphasis on owner occupant and family ownership as well as senior occupancy;

Policy 3-2: Coordinate local housing programs with the Navy so that impacts on local housing needs and resources are fully considered;

Policy 3-3: Seek to establish a mixture of housing types within local neighborhoods to avoid economic stratification and to enhance community diversity;

Policy 3-4: Carefully analyze impacts of future redevelopment activities on the City's existing and potential housing; and

Policy 3-5: Encourage neighborhood self-help groups and organizations which promote public safety and security, property improvements, and maintenance and beautification.

Policy 3-6: Help coordinate activities between neighborhood groups and the City.

GOAL 4: "FAIR SHARE" PAYMENT FOR USE OF CITY SERVICES AND FACILITIES.

Policy 4-1: Revise City fee schedules to assure equitable charges to users for services provided, and to recognize the need for certain subsidies (e.g., for senior citizen and youth related programs) to achieve City service priorities;

Policy 4-2: Establish Capital Facilities Plan to maintain City assets, and promote public understanding of City needs;

Policy 4-3: Promote expanded utilization of the Cultural Center (eg. films, etc.);

Policy 4-4: Facilitate volunteerism as a means to expand and support City services; and

Policy 4-5: Investigate and, as appropriate, initiate measures to ensure the Oxnard Harbor District and U.S. Navy contribute their fair share to the maintenance and improvement of City facilities and services (*Coastal Act/30254*).

GOAL 5: PROTECT THE CITY'S INTERESTS BY CONTINUED PARTICIPATION WITH ADJACENT AND REGIONAL JURISDICTIONS TO ADDRESS COMMON ISSUES; INCLUDING AIR QUALITY, TRANSPORTATION, WATER QUALITY AND SUPPLY, AND SOLID WASTE DISPOSAL.

Policy 5.1: Consider the environmental impacts of development decisions. (*Coastal Act/30240, 30241, 30242, 30243, 30244, 30260-264*).

GOAL 6: CREATE AN AESTHETICALLY PLEASING AND EFFICIENTLY ORGANIZED CITY.

Policy 6.1: Create an urban structure that is understandable and has an efficient relationship between activities and land uses.

Policy 6.2: Implement the Market Street/Hueneme Beach-West End Specific Plan to revitalize the City's downtown area and adjacent residential uses.

Policy 6.3: Implement City Landscape Design Guidelines and maintain city staff evaluation of development projects for site design and architectural quality.

Policy 6.4: Develop specific zoning regulations to ensure quality design, and compatibility with adjacent land uses, for alterations and additions to residential structures.

This section of the Land Use Element identifies the pattern of land use in Port Hueneme and describes the standards for future development. The Land Use Policy Map visually illustrates land use distribution, and the text indicates the types and intensities of uses permitted within each land use category depicted on the map.

Under the Land Use Plan, mixed-use development will be permitted along Pleasant Valley Road west of Ventura Road (see Figure LU-4). This strip of land contains commercial uses with some low and medium density uses and several vacant lots. The mixed-use designation would allow commercial uses fronting on Pleasant Valley Road with residential uses facing "C" Street. The vacant lots located south of Scott Street and west of Market Street (i.e., Market Street Landing) will be developed as commercial uses. (See Table LU-5).

Land Use Policy Maps: The General Plan Land Use Policy Map shows a community with diverse residential neighborhoods and broad opportunities for commercial enterprises. Figure LU-4 shows the Land Use Policy Map for the City's corporate limits at a parcel-specific level.

The map displays land uses for the entire General Plan planning area, which encompasses the City Limits/Sphere of Influence. The map divides the City into various land use categories and assigns each category a name, or land use designation. Land use designations provide necessary information about the type and nature of development permitted at a given location. State law requires that the General Plan provide clear and concise definitions of the land use categories indicated on the Land Use Policy Map. These definitions are provided under the heading "Land Use Classifications".

The Port Hueneme General Plan establishes 11 land use categories. The three residential categories allow for a range of housing types for all density ranges. Three commercial designations and one industrial designation are provided to accommodate and

VICTORIA AVE

PARSON RD

CHANNEL ISLANDS BLVD

C.B.C.
(Military)

VENTURA RD

BARD RD

SANTA VALLEY RD

CLARK ST

HUI NEME RD

Special Study
Area

0 1100
scale in feet



- | | | | |
|------------------|------------------------|----------------------|---------------------------|
| □ Low Density | ■ Commercial | ▨ Port | ▨ Recreation (Military) |
| ▨ Medium Density | ▨ Industrial | □ Military | ▨ Auto Storage (Military) |
| ■ High Density | ■ Public Facilities | ▨ Housing (Military) | |
| ▨ Mixed Use | ■ Parks and Open Space | ▨ Medical (Military) | |

Figure LU-4
Land Use Policy Map
October 19, 1992



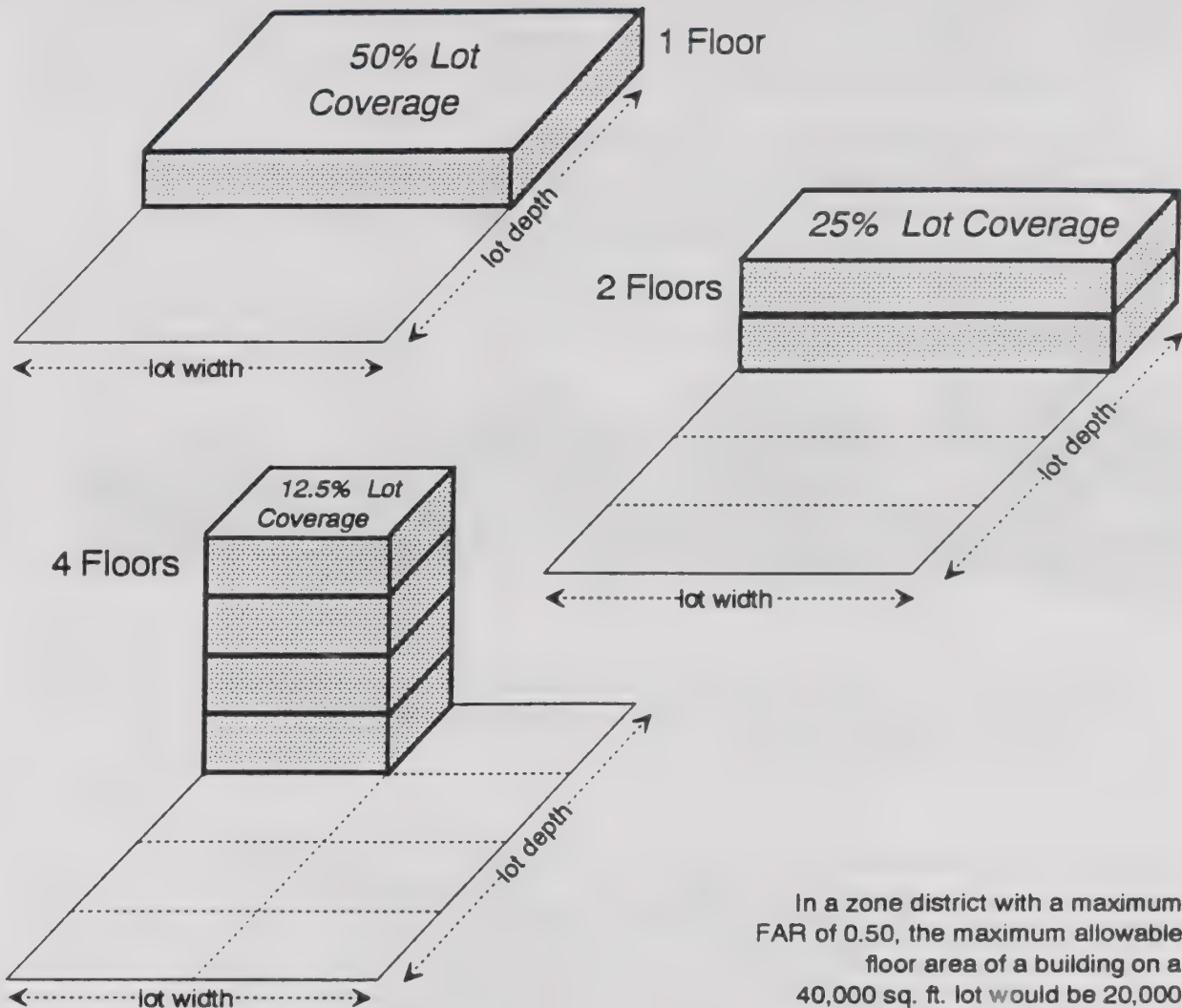
encourage a range of income-generating businesses. The Public Facilities and Open Space categories are intended, respectively, to protect public lands for necessary public service and open space uses. Finally, the Transportation designation applies to major transportation corridors which facilitate the movement of people and goods through and within Port Hueneme.

This element uses specific urban planning terms to define the 11 land use categories. For residential uses, the term "density" means the population and development capacity of land. Density ranges are expressed in persons per acre or dwelling units (the individual residential living spaces) per acre.

Development "intensity," which applies to non-residential uses, refers to the extent of development on a lot - the total building square footage, building height, the floor area ratio, and/or the percent of lot coverage. The General Plan's Housing Element discusses the relationship between residential densities and factors including income level, family size, overcrowding, senior citizens, second homes, etc. The General Plan proposes replacing the City's current lot coverage and building height standards with floor area ratio standards for non-residential land use designations.

Simply stated, floor area ratio, or FAR, represents the ratio between the total gross floor area of all buildings on a lot and the total area of that lot. Gross floor area includes enclosed mechanical equipment, elevator shafts, lobbies, hallways, storage/maintenance rooms, as well as enclosed above- and below-ground parking. For example, a 20,000 square foot building on a 40,000 square foot lot yields an FAR of 0.50:1, as illustrated in Figure LU-5. The FAR controls use intensity on a lot. A 0.50 FAR allows a low-rise building which covers most of the lot, a mid-size structure with reduced lot coverage, or a tall building with ample surrounding open space. FARs encourage diversity in building design, such as articulated building facades and stepped-back structures.

Possible Building Configurations for 0.50 FAR



In a zone district with a maximum FAR of 0.50, the maximum allowable floor area of a building on a 40,000 sq. ft. lot would be 20,000 sq. ft. (20,000 sq. ft. divided by 40,000 sq. ft. equals .50).

NOTE: Variations may occur if upper floors are stepped back from ground level lot coverage.

$$\text{Floor Area Ratio (FAR)} = \frac{\text{Gross Building Area (All Floors)}}{\text{Lot Area}}$$



Figure LU-5
Definition of Floor Area Ratio

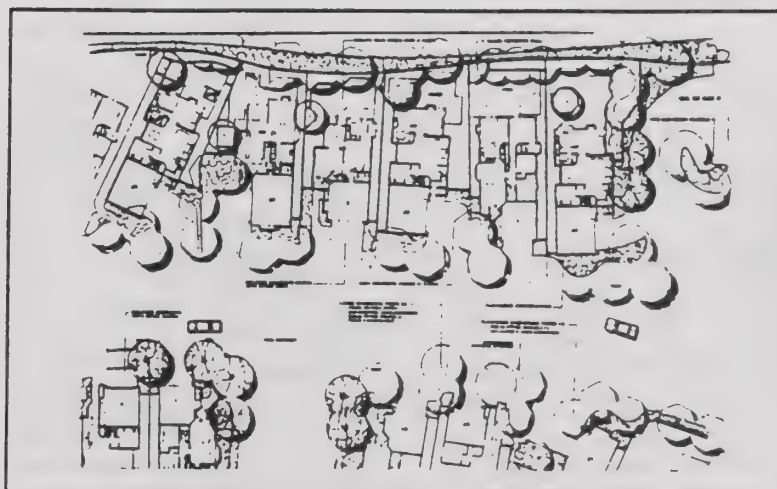
General Plan Land Use Designations

All land in the City is designated with one of the following nine land use designations. Building elevation and site plan examples follow each land use designation. These examples are only for illustrative purposes to help the reader visualize the bulk and density of the various land use designations.

Res-Single-Fam. - Residential-Single-Family: (up to 7 dwelling units/acre; maximum gross floor area 0.5:1). This land use category includes all areas for development with conventional single-family detached housing.

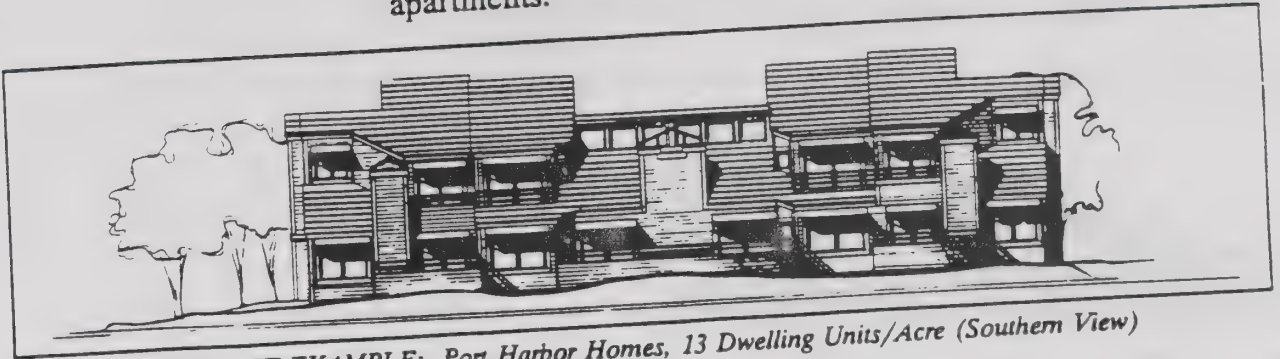


PROJECT EXAMPLE: Weston Communities, 6.26 Dwelling Units/Acre



PROJECT EXAMPLE: Weston Communities, Site Plan

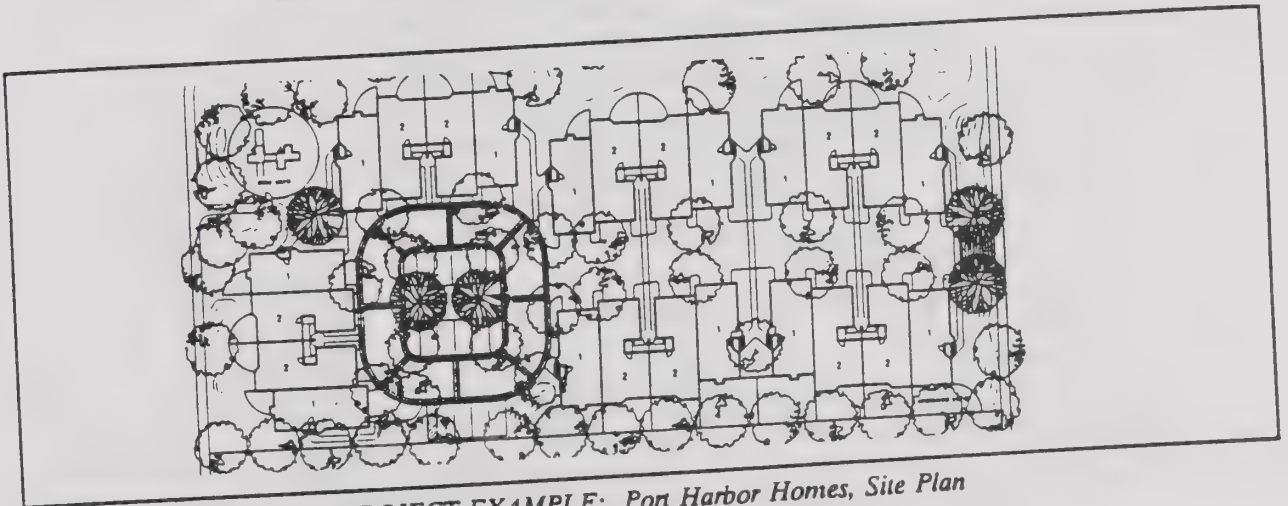
Res-Med. Den - Residential-Medium Density:
(7-15 dwelling units/acre). This land use
category includes densities appropriate for
single-family attached townhouses, two-story
townhouses, condominiums, and low-density
apartments.



PROJECT EXAMPLE: Port Harbor Homes, 13 Dwelling Units/Acre (Southern View)

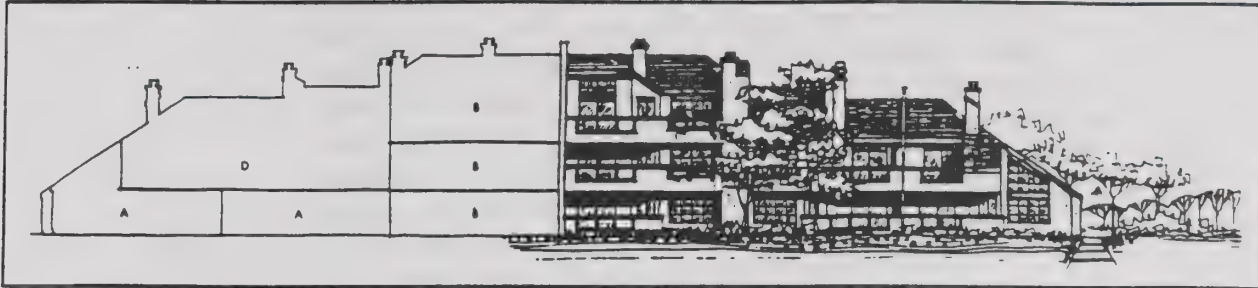


PROJECT EXAMPLE: Port Harbor Homes, (Northern View)

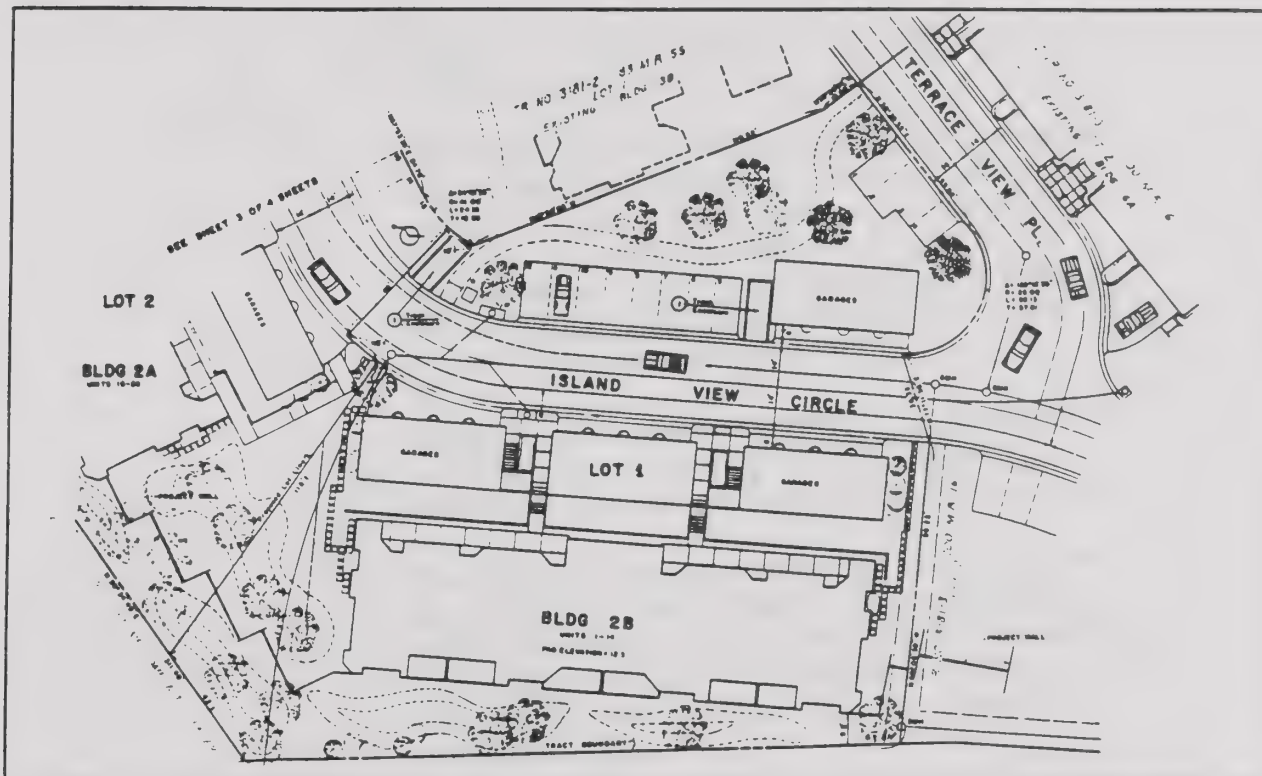


PROJECT EXAMPLE: Port Harbor Homes, Site Plan

Res-High Den. - Residential-High Density: (16-25 dwelling units/acre). This land use category includes higher density condominiums and apartments of two stories to four stories. Low- and moderate income housing can be developed at this density with density bonuses to reduce housing cost.



PROJECT EXAMPLE: Beachport Condominiums, 17 Dwelling Units per Acre



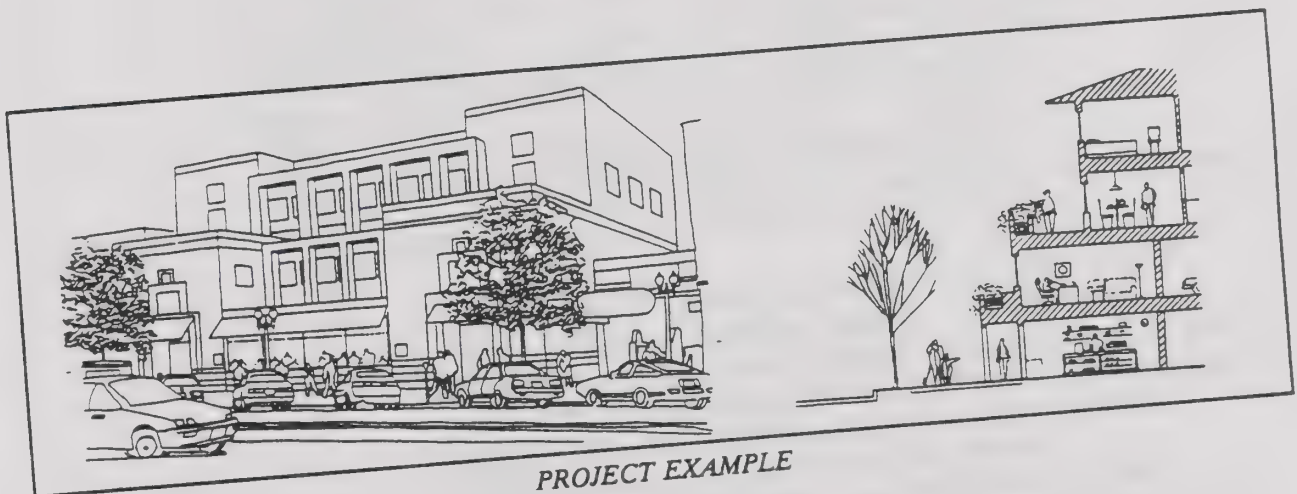
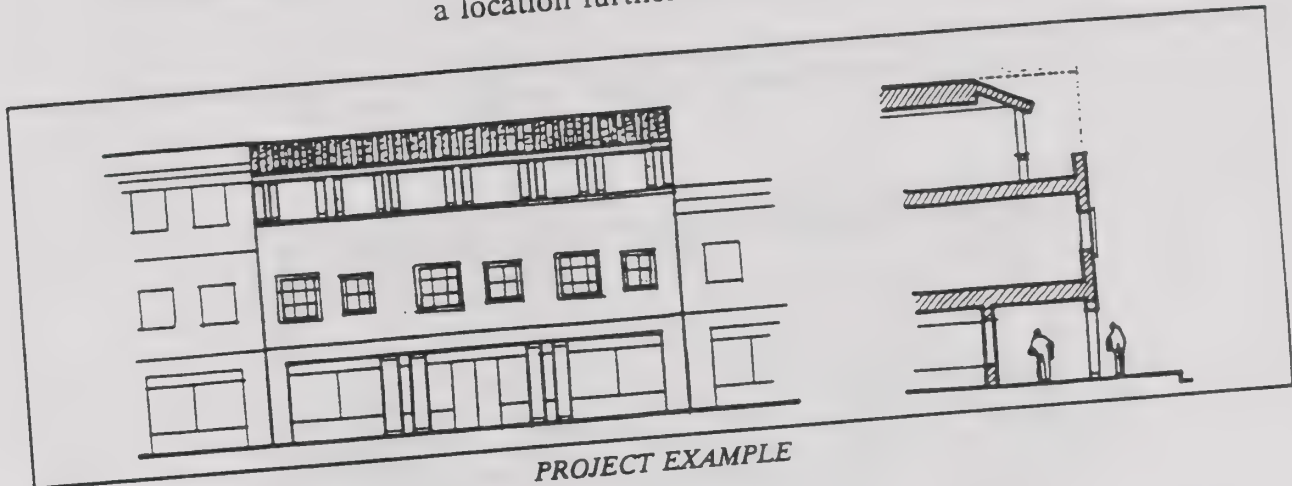
PROJECT EXAMPLE: Beachport Condominiums, Site Plan

Mixed Use Res. - (15-25 dwelling units/acre, comm. 0.5:1 FAR). The Mixed-Use designation allows for a mixture of retail commercial, office and residential uses in the same building, on the same parcel, or within the same area. The primary uses within this designation are residential north of Hueneme Road and visitor serving south of Hueneme Road; however, commercial use is encouraged when developed in conjunction with residential development. When mixtures of uses occur in the same building, retail uses or offices are usually located on the ground floor with residential or office uses above. This designation applies to the Sunkist site and properties adjacent the south side of Pleasant Valley Road west of Ventura Road and is intended to serve as a buffer between Pleasant Valley Road and the Ventura West residential neighborhood. All existing residential uses are allowable activities within this designation; however, the residential density cannot be increased.

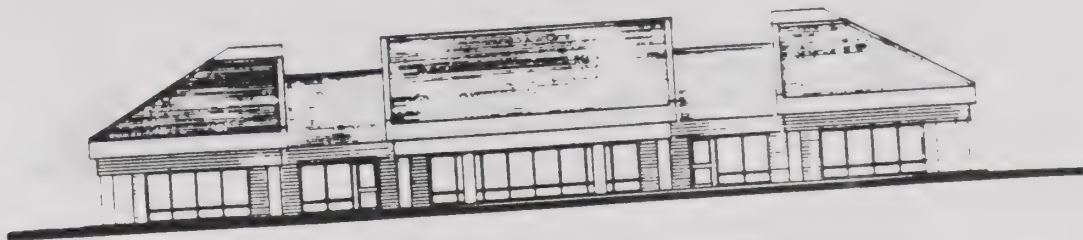
Development on the Sunkist Site is directed to meet the following objectives:

- Development of the Sunkist Site with a mixed-use project containing both a residential and a commercial/recreation component. (A previous proposal for the site included over 400 condominium units, 25,000 square feet of office and retail uses, two beach oriented restaurants and a health club community facility.)
- Relocation of the existing seawall so as to align the seawall with the balance of shoreline protection immediately west of the Sunkist Site.
- Development of a pedestrian promenade across the frontage of the Sunkist Site and extending across the frontage of the Naval Civil Engineering Laboratory (NCEL) to the harbor entrance, utilizing the existing lighthouse as a thematic termination point.
- Construction of public parking on the Gion Easement (a one-half acre parcel landward of Surfside Drive, southeasterly of the Sunkist Site).

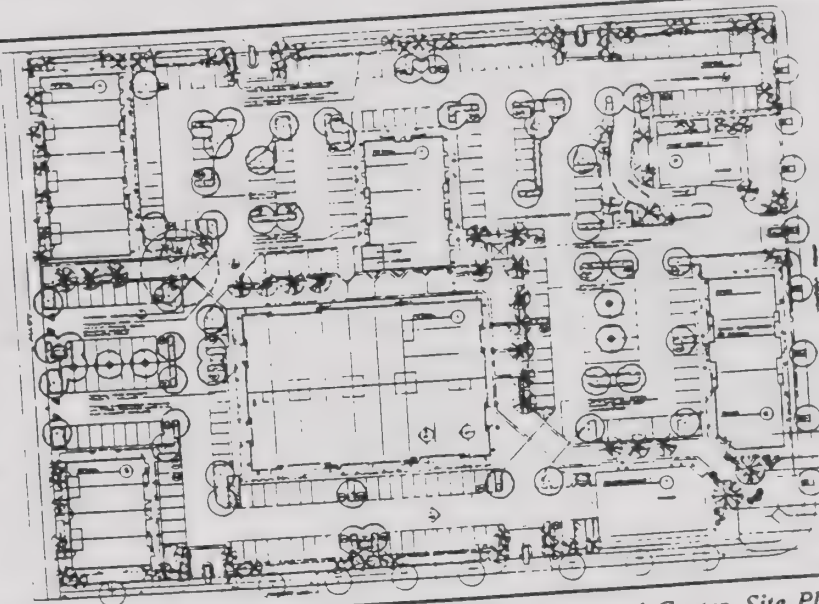
- Landscaping improvements, including sand stabilization, restrooms, parkway and urban design improvements, for the west end of Hueneme Beach Park, and Market Street area.
- Relocation of the NCEL gate and construction of a new access road.
- Repositioning of the east-west spur of the Ventura County Railroad that traverses the Sunkist Site to a location further north of its current alignment.



Source: Gast Hillmer, Urban Design



PROJECT EXAMPLE: Beachport Commercial Center, FAR 0.25

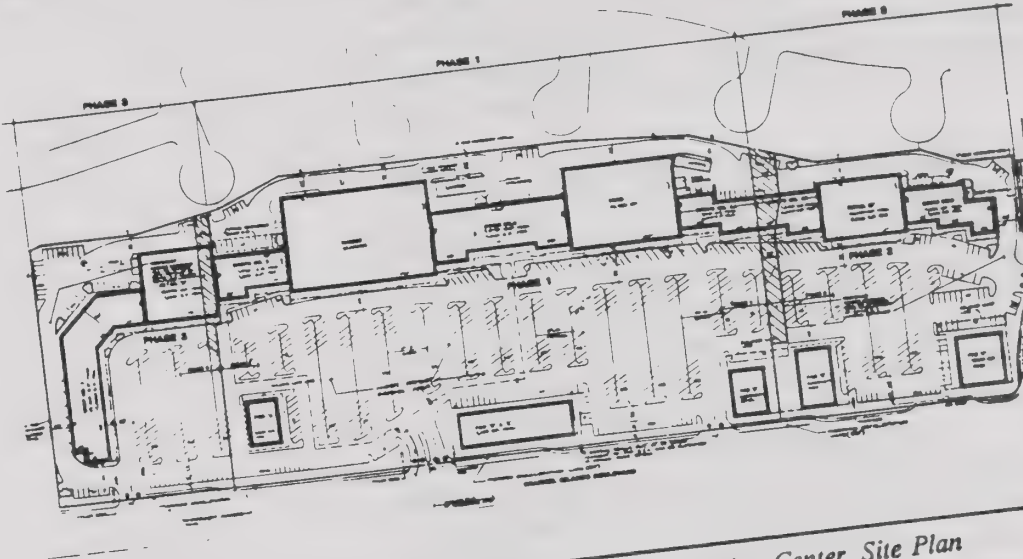


PROJECT EXAMPLE: Beachport Commercial Center, Site Plan

Comm. Retail - Commercial-Retail/Service: (0.55:1 FAR, 35-ft. max building height). This land use category includes miscellaneous retail and service uses for which a shopper in general makes a single-purpose trip to visit one establishment. Such uses include service and repair facilities, small offices, medical/dental, hardware and building materials stores, auto and accessories dealers, appliance outlets, etc. Office uses are also permitted in areas designated for Commercial-Retail/Service.



PROJECT EXAMPLE: Port Hueneme Shopping Center, FAR 0.27



PROJECT EXAMPLE: Port Hueneme Shopping Center, Site Plan

Ind - Light Industrial (FAR 0.75:1). This category includes business involved in light manufacturing, distribution, and services. In general, customers of businesses located within this category are other businesses.

Port - Port Activity (FAR 0.75:1). This category is comprised of all property owned or leased by the Oxnard Harbor district. Specific uses include ship off-loading facilities, warehouses, port related offices, and

fuel storage. Port activity is buffered from nearby residential areas and access controlled to minimize impacts on city streets.

Open Space (D) - Dedicated Open Space. This open space category includes areas which have been dedicated to a public entity for use as open space. The Open space designation allows some physical development, principally for recreational purposes. This open space category includes City parks and Hueneme Beach.

Pub. Fac. - Public Facilities (0.50:1 FAR). This land use category includes all City, County and other government properties, such as post offices, the Civic Center, public schools and playgrounds, and fire stations. Public Facilities also include public utilities and utility rights of way. Churches are permitted in areas designated for Public Facilities, subject to a Conditional Use Permit.

Military - The military category applies to all properties owned by the federal government and operated by the U.S. Navy. These include the Construction Battalion Center (CBC) and the Naval Civil Engineering Laboratory (NCEL). The NCEL property was scheduled in 1993 for closure in 1997. the procedure for such closures requires that the property first be offered to other Department of Defense agencies and federal agencies. If no federal agencies take the property, it is determined surplus and disposed of. The NCEL property is identified on the Land Use Policy Map as a "Special Study Area." As closure procedures continue, this property will be the subject of detailed land use and environmental studies to determine how to best utilize the property.

Implications of Land Use Policy

The maximum permitted development intensities specified in each of the General Plan land use categories enable the City to anticipate the future level of development citywide and to plan public service and infrastructure needs accordingly. Such maximum intensities permitted by land use policy will not be achieved on every parcel of land. Existing, good quality construction at lower densities and intensities probably will not recycle within the 20-year

plan period to more intense uses. Also, lot size constraints and configurations, individual development objectives, unique project designs, and other factors will lead to varying intensities throughout the City.

For the purpose of forecasting growth, certain assumptions must be made about the average level of development expected within each of the General Plan land use designations which allow development. Table LU-4 outlines density/intensity assumptions and indicates the number of residential units, square footage of commercial, industrial, and other anticipated development, as well as forecasts for the resident population of the City at build out.

The Land Use Element provides definitive statements of land use goals. But how does the City achieve these goals? What approaches and resources can be used in the short, medium, and long term to create a strong, viable City?

Land Use Policy represents the City's effort to balance housing choices and to further strengthen the retail/commercial sector in Port Hueneme. Compared to the existing condition, overall residential acreage designated under Land Use Policy will increase by 125 acres, resulting from an increase in medium density residential acreage and reductions in low and high density residential uses. Land designated for Retail/General Commercial uses will increase by more than 50 percent and industrial acreage will be doubled primarily as a result of the development of currently vacant land. In addition, four acres of land along Pleasant Valley Road will be designated as Mixed Use.

Relationship of the General Plan and Zoning Ordinance

A general plan establishes policies and goals to guide future development within a community. Once adopted, government officials must implement the general plan through various strategies. One effective tool to implement a general plan is the zoning ordinance. The California Supreme Court has stated that "zoning is intended to represent a considered, specific, and lasting implementation of the broad policy statements of policy of the general plan"

**TABLE LU-4
LAND USE POLICY DEVELOPMENT POTENTIAL**

Land Use Category	Typical Density or Intensity Factor ⁽¹⁾	Acres	Units or 1,000 sq. feet (ksf) ⁽³⁾
Res. - Single Family (0-7 du/net acre)		0	0
Res. - Medium Density (7-15 du/net acre)		14.2	198 du
Res. - High Density (16-25 du/net acre)		1.5	338 du ⁽³⁾
Mixed Use Res. (15-25 du/acre, Comm. 0.5:1 FAR)	0.4 ⁽²⁾	7.5	531 du ⁽⁴⁾ 110 ksf ⁽⁵⁾
Comm. Retail (0.55:1 FAR)	0.25 ⁽²⁾	12.9	140 ksf
Industrial (0.75:1 FAR)	0.5 ⁽²⁾	19.23	419 ksf
Port (0.75:1 FAR)	0.62 ⁽²⁾	5	97 ksf ⁽⁶⁾
Open Space (D)		0	0
Transportation		0	0
Public Facilities		0	0

Notes:

- (1) New development is based on the specific characteristics of individual sites with no development exceeding the land use intensity identified in the General Plan.
- (2) Development factor represents intensity at which development is anticipated to occur. Actual development may be less or more on an individual site.
- (3) Three hundred of these units are Navy housing. The acreage for the Navy housing is not included in the Res. - High Density acreage total.
- (4) Four hundred and fifty of these units will be accommodated on the Sunkist Site. The acreage of the Sunkist Site is not included in the Mixed Use Res. acreage total.
- (5) The Sunkist Site is estimated to accommodate 44.2 ksf, based on past development proposals.
- (6) The project involves demolishing one existing structure and constructing two new structures for a net increase of 97,000 square feet.

Abbreviations: du = dwelling unit; FAR = floor area ratio; ksf = thousand square feet.

Name		Address		City	
1	John Doe	123 Main St	Anytown	CA	90210
2	Jane Smith	456 Elm St	Springfield	IL	62701
3	Bob Johnson	789 Oak St	Chicago	IL	60601
4	Alice Brown	101 Pine St	Los Angeles	CA	90001
5	Charlie Davis	202 Cedar St	San Francisco	CA	94101
6	Diana White	303 Birch St	New York	NY	10001
7	Frank Green	404 Maple St	Washington	DC	20001
8	Grace Black	505 Walnut St	Philadelphia	PA	19101
9	Henry Gold	606 Chestnut St	Boston	MA	02101
10	Ivy Silver	707 Spruce St	Seattle	WA	98101
11	Jack Copper	808 Ash St	Portland	OR	97201
12	Karen Iron	909 Hickory St	Denver	CO	80201
13	Leo Nickel	1010 Sycamore St	San Diego	CA	92101
14	Mia Zinc	1111 Dogwood St	Phoenix	AZ	85001
15	Noah Lead	1212 Redwood St	San Jose	CA	95101
16	Olivia Tin	1313 Cypress St	San Antonio	TX	78201
17	Peter Platinum	1414 Juniper St	Fort Worth	TX	76101
18	Quinn Silver	1515 Fir St	Columbus	GA	31901
19	Rachel Gold	1616 Hemlock St	Indianapolis	IN	46201
20	Sam Iron	1717 Linden St	San Francisco	CA	94101
21	Tina Nickel	1818 Basswood St	San Francisco	CA	94101
22	Umar Copper	1919 Cottonwood St	San Francisco	CA	94101
23	Victoria Zinc	2020 Elm St	San Francisco	CA	94101
24	Walter Lead	2121 Maple St	San Francisco	CA	94101
25	Xavier Tin	2222 Oak St	San Francisco	CA	94101
26	Yara Platinum	2323 Pine St	San Francisco	CA	94101
27	Zoe Silver	2424 Spruce St	San Francisco	CA	94101
28	Adam Gold	2525 Birch St	San Francisco	CA	94101
29	Eve Iron	2626 Cedar St	San Francisco	CA	94101
30	Frank Nickel	2727 Dogwood St	San Francisco	CA	94101
31	Grace Copper	2828 Elm St	San Francisco	CA	94101
32	Henry Zinc	2929 Fir St	San Francisco	CA	94101
33	Ivy Lead	3030 Hemlock St	San Francisco	CA	94101
34	Jack Tin	3131 Juniper St	San Francisco	CA	94101
35	Karen Platinum	3232 Linden St	San Francisco	CA	94101
36	Leo Silver	3333 Maple St	San Francisco	CA	94101
37	Mia Gold	3434 Oak St	San Francisco	CA	94101
38	Noah Iron	3535 Pine St	San Francisco	CA	94101
39	Olivia Nickel	3636 Spruce St	San Francisco	CA	94101
40	Peter Copper	3737 Birch St	San Francisco	CA	94101
41	Quinn Zinc	3838 Cedar St	San Francisco	CA	94101
42	Rachel Lead	3939 Dogwood St	San Francisco	CA	94101
43	Sam Tin	4040 Elm St	San Francisco	CA	94101
44	Tina Platinum	4141 Fir St	San Francisco	CA	94101
45	Umar Silver	4242 Hemlock St	San Francisco	CA	94101
46	Victoria Gold	4343 Juniper St	San Francisco	CA	94101
47	Walter Iron	4444 Linden St	San Francisco	CA	94101
48	Xavier Nickel	4545 Maple St	San Francisco	CA	94101
49	Yara Copper	4646 Oak St	San Francisco	CA	94101
50	Zoe Zinc	4747 Pine St	San Francisco	CA	94101

General Plan Land Use Designations

Zoning Categories		Residential Single-Family	Residential Medium Density	Residential High Density	Mixed Use	Commercial Retail	Light Industrial	Port Activity	Open Space	Public Facilities
R-1	Single-Family	●								●
R-2	Limited Multi-Family		●							●
R-3	Multiple Family			●						●
R-4	Mixed Use				●					
C-1	General Commercial					●				
C-S	Special Commercial					●				
P-R	Park Reserve							●		
M-PR	Port Related Uses						●			
PD	Planned Development	Applies to all parcels denoted as PD on the Zoning Map								
M-1	Light Industry					●				●
FH	Flood Hazard Overlay	Applies to all parcels within the Special Flood Hazard Area								

Note: This table reflects changes made to the Zoning Ordinance to achieve consistency with the General Plan. The zoning category R-4 Transitional Residential/Coastal Related Industry has been eliminated, and a M-1 Light Industry and R-4 Mixed Use categories have been added. In addition, the M-CR Coastal Related Industry and M-CD Coastal Dependent Industry have been combined into one new category designated M-PR Port Related Industry Uses.

Table LU-5
Relationship Between the
General Plan and Zoning Ordinance

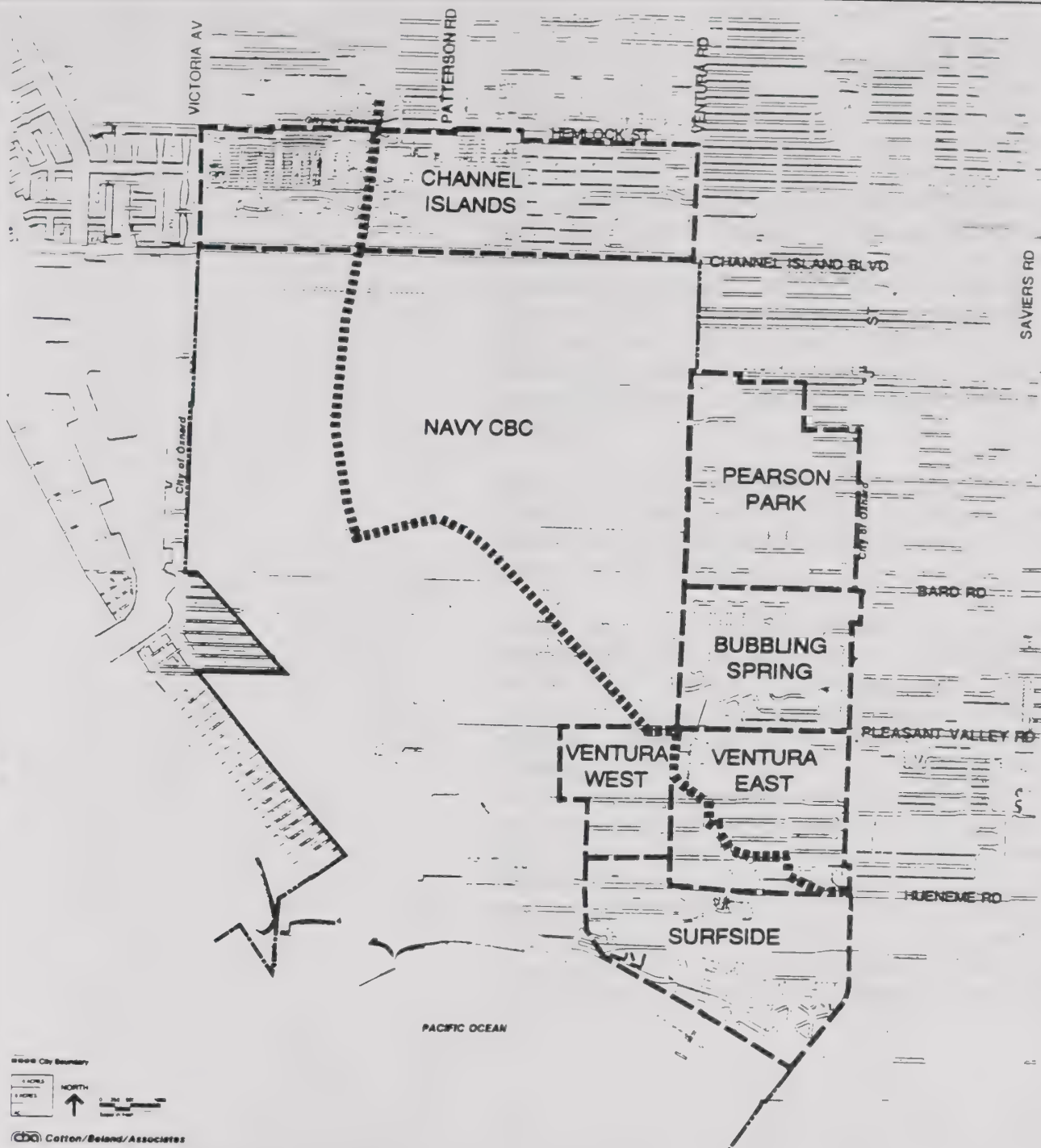


Figure LU-6
Coastal Zone Boundaries

California Coastal Commission in 1984. The LCP exists as an amendment to the existing General Plan and discusses the allowable land uses and applicable coastal resource issues for the planning areas within the City's coastal zone. The LCP continues to be implemented as the primary planning document for the coastal zone. Consistent with the coastal act's basic goal to "protect, maintain, and, where feasible, enhance and restore" the coastal zone, the Port Hueneme LCP identifies attainable goals and objectives specifically related to local conditions. The current LCP acts as the baseline for the revised program included as part of this General Plan Update.

The proposed General Plan document will constitute a portion of the City's LCP by including the necessary coastal resources and management policies within the General Plan elements.

Within each General Plan element, parenthetical references identify sections of the California Coastal Act to which General Plan policies apply. For example, a policy statement relating to coastal visual resources will be followed by the parenthetical reference (Coastal Act/30251) to indicate that the policy addresses scenic and visual qualities of coastal areas as required by that section of the coastal act. Each General Plan element also contains a table that identifies the coastal act planning and management issue areas included in that element. Table LU-6 indicates where coastal act issues are included in the General Plan. Table LU-7 identifies in which Port Hueneme planning areas the coastal act issues apply.

TABLE LU-6
GENERAL PLAN AND LOCAL COASTAL PROGRAM
REFERENCE MATRIX

Coastal Resources Planning and Management Issue Areas	Port Hueneme General Plan Elements						
	Land Use	Housing	Circulation/ Infrastructure	Noise	Public Safety/ Facilities	Conservation/ Open Space/ Env. Res.	Economic Development
Shoreline Access (30210-212.5)	*					*	
Visitor Serving and Recreational Facilities (30213)	*					*	
Water-Oriented Recreation (30220- 324)	*				*		
Water and Marine Resources (30230-232)						*	
Diking, Filling, and Dredging (30233)	*				*		
Commercial Fishing and Recreational Boating (30234)	*						
Shoreline Structures/Flood Control (30235-236)	*						
Environmentally Sensitive Habitat (30240)	*					*	
Agriculture (30241-242)	*						
Soil Resources (30243)	*						
Archaeological/Paleontological Resources (30244)	*					*	
Locating and Planning New Development (30250, 252, 255)	*	*	*	*	*	*	*

*Indicates presence of coastal act issue area within an element of the General Plan.

TABLE LU-6
GENERAL PLAN AND LOCAL COASTAL PROGRAM
REFERENCE MATRIX
(Continued)

Coastal Resources Planning and Management Issue Areas	Port Hueneme General Plan Elements						
	Land Use	Housing	Circulation/ Infrastructure	Noise	Public Safety/ Facilities	Conservation/ Open Space/ Env. Res.	Economic Development
Coastal Visual Resources (30251)						*	
Hazard Areas (30253)			*	*	*		
Public Works (30254)	*		*		*		
Industrial Development and Energy Facilities (30260-264)	*						

*Indicates presence of coastal act issue area within an element of the General Plan.

TABLE LU-7
PLANNING AREA AND LOCAL COASTAL PROGRAM
REFERENCE MATRIX

Coastal Resources Planning and Management Issue Areas	Port Hueneme Planning Area Within Coastal Zone				
	Channel Islands	Ventura West	Ventura East	Surfside	Navy CBC(1)
Shoreline Access (30210-212.5)		*		*	
Visitor Serving and Recreational Facilities (30213)	*	*	*	*	
Water-Oriented Recreation (30220- 324)					
Water and Marine Resources (30230-232)			*	*	
Diking, Filling, and Dredging (30233)					
Commercial Fishing and Recreational Boating (30234)		*			
Shoreline Structures/Flood Control (30235-236)					
Environmentally Sensitive Habitat (30240)					
Agriculture (30241-242)					
Soil Resources (30243)					
Archaeological/Paleontological Resources (30244)					
Locating and Planning New Development (30250, 252, 255)	*	*	*	*	

*Indicates presence of coastal act issue area within a Port Hueneme Planning Area.

(1)Federal lands - excluded from LCP jurisdiction

TABLE LU-7
PLANNING AREA AND LOCAL COASTAL PROGRAM
REFERENCE MATRIX
(Continued)

Coastal Resources Planning and Management Issue Areas	Port Hueneme Planning Area Within Coastal Zone				
	Channel Islands	Ventura West	Ventura East	Surfside	Navy CBC(1)
Coastal Visual Resources (30251)		★		★	
Hazard Areas (30253)					
Public Works (30254)		★		★	
Industrial Development and Energy Facilities (30260-264)		★		★	

*Indicates presence of coastal act issue area within a Port Hueneme Planning Area.

(1)Federal lands - excluded from LCP jurisdiction

*Relationship of the
General Plan and the
California Environmental Quality Act*

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) be prepared if significant adverse impacts could result from a proposed project. The purpose of the EIR, under the provisions of CEQA is "...to identify the significant effects of a project on the environment, to identify alternatives to the project, and to indicate the manner in which these significant effects can be mitigated or avoided" (Government Code Section 21002.2 (a)). The EIR serves as an informational document for use by decision makers, public agencies, and the general public. It is not a City policy document; it does, however, discuss the potential relative impacts of the alternatives identified in the document.

CEQA and CEQA Guidelines recognize the difficulty in preparing an EIR for a General Plan, since it does not represent a specific development proposal with defined project characteristics. In accord with the Guideline provisions, a program EIR is typically prepared to evaluate the impacts of implementing a plan allowing the City to consider broad policy alternatives and program-wide mitigation measures (Section 15168 of CEQA Guidelines).

Redevelopment

Redevelopment is the principal means by which cities can affect community revitalization, replacing dysfunctional land and buildings with uses which foster economic development, increase housing opportunities, provide public amenities, enhance urban aesthetics, and promote public health and welfare. To facilitate this process, State law provides a method for financing redevelopment known as "tax increment." At the time a project is created, the assessed value of properties within the boundaries of the designated project area is frozen. Property tax agencies (i.e., school districts, fire districts, etc.) continue to receive revenue based on the assessed value within the frozen base. As assessed property values increase beyond the frozen base, the "increment" of increase is funnelled directly to the Redevelopment Agency to retire accumulated debt. This debt is typically created by a combination of

Agency borrowing and issuance of Tax Allocation Bonds. These funds, in turn, are reinvested into the project area to stimulate new development and provide necessary public improvements and supporting infrastructure. When all debt has been retired, all the tax revenue generated from the project area flows back to the appropriate governmental taxing entities. The theory behind this process is to allow cities to rehabilitate blighted areas using their own economic resources.

Harbor (R-70) Redevelopment Project: Redevelopment has long been the mainstay of community revitalization in Port Hueneme dating back to 1962 with creation of the Harbor (R-70) Redevelopment Project (see Figure LU-7). It was through this first project which the City acquired and cleared 37 acres of land for expansion of the Port of Hueneme. The project was carried out over a six-year period and included the acquisition of 120 separate properties along with the relocation of over 200 households and businesses. At a total cost in excess of \$10 million, the Project was officially completed in 1972, more than doubling the land area then owned by the Oxnard Harbor District and greatly enhancing cargo throughput capacity of the Port.

Hueneme (R-76) Redevelopment Project: Utilizing dredge spoil from Harbor expansion, the City's first redevelopment effort was followed in 1967 by the Hueneme (R-76) Redevelopment Project, encompassing what later became the Seaview Apartments, Anacapa View Condominiums and Single Family Homes, and a portion of the Port Hueneme Country Inn (see Figure LU-7). The project area encompasses a total of 50 acres and has included the acquisition of 36 separate properties along with the relocation of 76 households and businesses. By 1992, the area was occupied by 90 units of City-owned below market rate rental housing, 200 market rate condominiums, 84 detached single family beach homes and a 135-room full service hotel. At inception of the Hueneme (R-76) Redevelopment Project in 1967, total assessed valuation was calculated at \$943,880. By 1991, assessed valuation had increased to

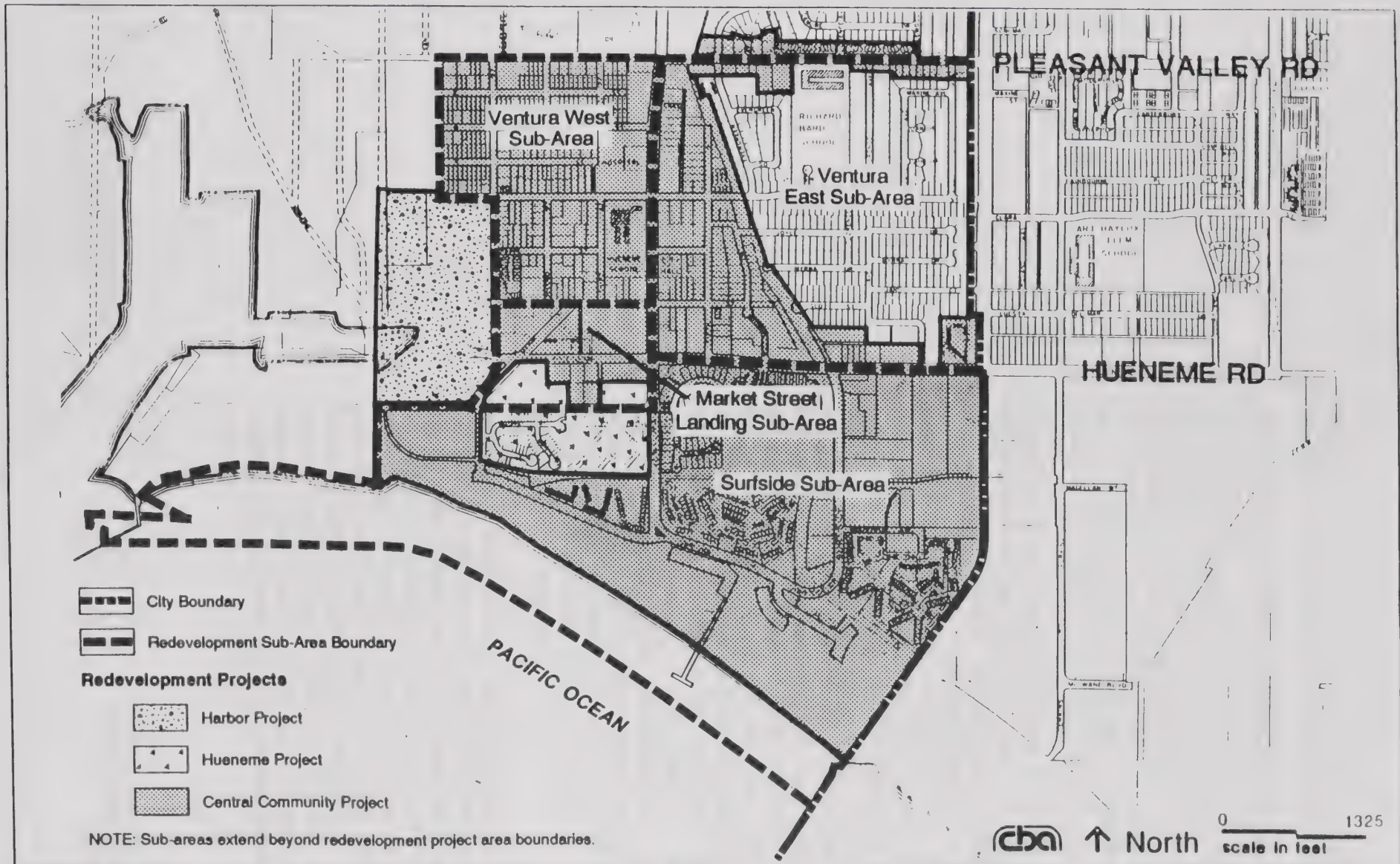


Figure LU-7
Relationship of Redevelopment
Projects to Sub-areas



\$36,779,602. The 1991 tax increment derived from the Hueneme (R-76) project totaled \$363,176.

Central Community Redevelopment Project: The Redevelopment Plan for the Central Community Project was adopted by the City Council pursuant to Ordinance No. 351 on February 14, 1973. The project area was expanded in December 1975 by adoption of City Council Ordinance No. 419 to encompass 415 acres. This project is located in the southeast quadrant of the City (see Figure LU-7).

Conditions within the project area prior to adoption of the Plan met the statutory tests for blight, with findings of substandard, deteriorating and obsolete buildings; inadequate public improvements, facilities and utilities; a prevalence of depreciated values, and economic maladjustment; and other conditions detrimental to public health, safety and welfare. Accordingly, the Central Community Project was created specifically to eradicate blighting influences within the project area through a coordinated program of new development and property revitalization. The Plan's primary goal is to realize the City's full residential and commercial development potential by way of capitalizing upon the City's beach frontage, its most valued natural asset. A detailed discussion and ranking of individual sites within the Redevelopment Project area is found on page 74 of this element. Additional supporting information is contained in the General Plan's Economic Development Element.

The project area includes four major sub-areas: Surfside, a predominantly residential and visitor-serving area situated south of Hueneme Road; Market Street Landing, a commercial corridor between Hueneme Road and Scott Street extending westerly from Ventura Road to Ponomo Street; Ventura West, the City's oldest residential neighborhood situated westerly of Ventura Road between Scott Street and Pleasant Valley Road; and Ventura East, a predominantly residential area comprised of various housing types and densities

situated easterly of Ventura Road between Hueneme Road and Pleasant Valley Road (see Figure LU-7).

The Surfside area has served as the focus of redevelopment since creation of the Central Community Project, replacing dysfunctional residential, commercial and industrial uses with new beach-oriented residential, public recreational, and visitor-serving commercial development. Market Street Landing is the remaining commercial nucleus of Port Hueneme's former downtown, the revitalization of which is intended to maximize the City's retail and professional office development potential. Ventura West is the most impacted area of the City wherein residential redevelopment is proposed on the periphery of housing rehabilitation and code enforcement proposed for the remainder of the area. Ventura East has been classified as a transitional neighborhood. A comprehensive program of housing rehabilitation assistance, commercial property revitalization, and code enforcement is active in this area.

Since adoption of the Plan in 1973, a wide variety of development has taken place. The following summarizes the developments which have occurred within the project area since adoption of the Plan, as well as proposed development, which will have a significant impact on the area's economic growth.

Hueneme Beach Park: Encompassing 60-acres of publicly controlled land, Hueneme Beach Park is the City's largest recreational facility and constitutes its most valued asset. Between adoption of the Central Community Project Redevelopment Plan in 1973 and 1991, the City has invested over \$1.3 million in public improvements within Hueneme Beach Park including additional off-street parking; lowering of the main beach parking area to increase water visibility; enhancement of the existing fishing pier by development of a plaza at its entrance including concession area, thematic play area, and additional pieces of barbecue and playground equipment; sand stabilization improvements; and extensive landscaping and open turf throughout. In July of 1986,

construction was completed on additional thematic beach improvements including scenic monumentation at the terminus of Ventura Road and a new mini-park at the northeasterly corner of Surfside Drive and Oceanview Drive.

Moranda Park: Located at the terminus of Moranda Parkway southerly of Hueneme Road between Ventura Road and Surfside Drive, Moranda Park was constructed by the City in 1979 at a total cost of \$525,000. This seven-acre public recreational facility includes eight tennis courts, two softball diamonds, four basketball courts, two handball courts two volleyball courts two horseshoe pits, and a tot lot for children. A multipurpose building houses a recreation office, meeting room, and restroom facilities.

Dorill B. Wright Cultural Center: Located along Surfside Drive between Hueneme Beach Park and Moranda Park, the Dorill B. Wright Cultural Center was constructed by the City in 1983 at a total cost of \$2.2 million. This 20,000 square foot multipurpose building, situated strategically across the street from the City's fishing pier, provides amenities suitable for performing arts, exhibits, lectures, banquets, conferences, and a variety of meetings, both small and large. The Cultural Center includes an auditorium with a combination of movable and fixed seating for up to 750 persons, gallery area, three meeting rooms, kitchen and arts/crafts area. A new 151-space parking lot was constructed on property owned by the Agency adjacent to the Cultural Center to accommodate the facility's increased usage.

Street Scene and Urban Design Improvements: Between 1976 and 1991, more than \$1 million in public funds were expended in upgrading the appearance of major arterial streets serving the City. Within the Central Community Project, this program has involved Ventura Road, Hueneme Road, Surfside Drive and Pleasant Valley Road. Within these rights-of-way, the City has constructed raised landscaped median islands, thematic street trees, stamped concrete crosswalks, and city entrance signs. Currently in process is the acquisition and

improvement of rights-of-way necessary for the widening of Pleasant Valley Road, west of Ventura Road. When completed, this four lane arterial will receive the same thematic treatment as has been accomplished elsewhere within the Project Area.

Bubbling Springs Recreational Corridor: Extending northerly from the intersection of Surfside Drive and Oceanview Drive to its terminus within 20-acre Bard Park, the Bubbling Springs Recreational Corridor was constructed by the City in 1980 at a total cost of \$1.1 million. This project entailed the conversion of a mile-long flood control drainage channel into an open space linear park complete with landscaping, bike and pedestrian walkway, and miscellaneous recreational improvements. The Recreational Corridor fulfills a vital component of the Agency's urban design program by interconnecting Bard Park, Moranda Park, Dorill B. Wright Cultural Center and Hueneme Beach; integrating the redevelopment area with neighborhoods removed from the Central Community Project. These amenities, together with street scene and urban design improvements, serve as the impetus for private reinvestment elsewhere within the Central Community Project.

Surfside Village: Encompassing approximately 50 acres within the southeasterlymost portion of the Central Community Project, Surfside Village is the single largest private redevelopment project thus far undertaken since adoption of the Redevelopment Plan. Initiated by way of an Owner Participation Agreement in February 1978, Surfside Village is a multifaceted project involving three different private developers and encompassing three distinct residential, retail commercial, and visitor-serving components. The residential component of Surfside Village encompasses 339 single family, townhouse and condominium units. To date, 309 dwellings have been constructed with the balance scheduled for completion in early 1993. The Port Hueneme Country Inn constitutes the visitor-serving component of Surfside Village and is comprised of 135 hotel guest rooms on which construction was completed July 28, 1986. To compliment the \$4.2 million Country Inn, a 4,000

square foot restaurant is planned on an adjoining parcel. The retail commercial component of Surfside Village consists of a neighborhood shopping center known as Beachport Commercial Center and is comprised of seven separate buildings encompassing a total of 53,974 square feet of leasable retail floor area. Phased construction of the \$3.5 million Beachport Commercial Center commenced in February of 1986 was completed in 1991.

Port Hueneme Athletic Center: Located on the south side of Pleasant Valley Road between Evergreen Lane and Maplewood Drive, the Port Hueneme Athletic Center was constructed in 1978 on land acquired with tax increment funds. This \$700,000 facility is shared by the City's Community Services Department and the Port Hueneme Boys and Girls Club and includes a gymnasium, indoor racquetball court, weight room, two locker rooms, workshop, games room, library, and office space.

Casa Pacifica: Located southwesterly of the intersection of Ventura Road and Pleasant Valley Road, a 90-unit senior citizen complex was constructed in 1980 on land acquired with tax increment and federal CDBG funds. Under the auspices of the federally-assisted Section 8 New Construction Program, the \$2.4 million Casa Pacifica was developed by Shappel Government Housing, Inc., a private for-profit syndication.

Port Hueneme Municipal Service Yard: Located at the southeasterly corner of Hueneme Road and Surfside Drive, the Port Hueneme Municipal Service Yard was completed in 1983 at a cost of \$2.2 million. This project entailed renovation of an abandoned 39,000 square foot industrial storage facility for subsequent reuse by the Hueneme School District and City of Port Hueneme who jointly occupy the southerly one-half of this facility. The northerly one-half of the renovated structure has since been leased by the City to offshore oil related business.

Harbor Plaza: Located at the westerly terminus of Market Street Landing between Market Street and

Ponoma Street, Harbor Plaza is a multi-phased garden office complex encompassing 65,000 square feet of leasable floor space. Under terms of a Disposition and Development Agreement entered into on March 7, 1984 by and between the Agency and IDM Corporation, the first phase encompassing 15,000 was completed on December 31, 1985. With II having decided not to proceed with the remain phases, the Agency is currently entertaining development proposals for the balance of the site.

Harbor Village Apartments: Located at the northwesterly corner of Fifth Street and Hueneme Road is the site of a 60-unit apartment complex known as Harbor Village Apartments. Under terms of an Owner Participation Agreement between the Agency and Martin V. Smith & Associates, construction of the \$2.5 million Harbor Village apartments project was completed in mid-1987.

Herbert C. Templeman Educational Center: Located at the northwesterly corner of Scott Street and Ventura Road, the Herbert C. Templeman Educational Center is a 8,765-square foot professional office building which serves as the administrative headquarters for the Hueneme Elementary School District. This project was a cooperative venture involving the City of Port Hueneme, Hueneme School District and Port Hueneme Redevelopment Agency, allowing the District to convert existing office space at Hueneme Elementary School into additional classrooms. Construction of this \$700,000 office building was completed at the end of 1987.

Port Harbor Homes: Located at the northeasterly corner of Scott Street and Ponoma Street is the site of a 24-unit residential planned unit development known as Port Harbor Homes. One-half of the 1.84-acre site was owned by a group of local investors and the balance of the site, comprised of six parcels and ten dwellings, was acquired by the Redevelopment Agency under terms of an Owner Participation Agreement. Construction of the \$5 million project was completed in early 1990.

Bubbling Springs Villas: Located at the northeasterly corner of Fifth Street and Clara Street is the site of ten townhouses and four apartments known as Bubbling Springs Villas. This site encompasses approximately one acre of land and served as the home of the City's former municipal service yard. A unique feature of the Bubbling Springs Villas is the development of thematic landscape and fencing improvements to conceal the unsightliness of the City's water tower that is situated on the middle of the site. Equally unique is the thematic paint scheme that transformed the tower into a "hot air balloon". Under terms of a Disposition and Development Agreement, the entire project was completed in late 1989 by the Fuller Development Company.

La Entrada: Located along the northerly side of Pleasant Valley Road from Maplewood Court to Camellia Drive is the site of a 27-unit residential planned unit development known as La Entrada. The site was originally occupied by 43 World War II vintage duplex units and acquired for road widening purposes. The remnant right-of-way totaling 2.19 acres was subsequently conveyed by the Redevelopment Agency to the Fuller Development Company which completed construction of La Entrada in late 1990. A unique feature of the project was the involvement of 16 different property owners whose single family homes abut an adjacent alley used as primary access to La Entrada.

Surfside Annex: Located along the easterly and westerly sides of Surfside Drive in the vicinity of Industrial Avenue is the site of Surfside Village Annex. This project represents the final increment of Surfside Village encompassing a new assembly building for the Veterans of Foreign Wars, 39,000 square feet of commercial mini-storage, and 30 new townhomes. Both the assembly building and mini-storage were completed in mid-1992. The Beachport Cottages were completed in early 1993.

Neighborhood Preservation Program: The Neighborhood Preservation Program encompasses a variety of activities which collectively serve to arrest

neighborhood decline, remove blighting influences, and foster housing conservation. The Program is financed by a combination of tax increment revenues, developer in-lieu fees, and federal CDBG funds and includes the following components: housing rehabilitation, compulsory building code enforcement, special refuse service, fair housing, commercial revitalization, and selective site acquisition and clearance. From the Program's inception in 1978 to 1991, more than 1,000 loans and rebates were funded resulting in the improvement of more than 1,100 dwellings with a combined construction value in excess of \$7 million.

Financial Impact: At inception of the Central Community Project in 1973, total assessed valuation was calculated at \$11,174,027. By 1991, assessed valuation had increased to \$219,912,564. The 1992 tax increment derived from the Central Community project totals \$1,962,322.

Future Prospect: The Redevelopment Plan for the Central Community Project is due to expire in the year 2003; eminent domain must commence by 1997. With less than 10 years remaining, the Agency has identified 18 parcels which are likely candidates for future redevelopment.

Redevelopment Projects 1992: The following is an evaluation of the separate parcels within the redevelopment area. This analysis is a site-by-site comparison of the incremental fiscal impacts which would be generated by the redevelopment of each site. All sites should generate a positive recurring fiscal impact. The parcels are sorted in descending order based on net recurring revenue.

Parcel 16 shows the highest net recurring revenue of \$65,000 annually. This parcel is designated for industrial development with a 0.5 FAR.

The residential parcels were assumed to be developed with up to 25 dwelling units per acre. The net recurring revenue associated with the residential parcels range from \$28,395 to \$1,428 annually.

Primarily, the parcels with the highest net recurring revenues are also the largest in acreage. This does, however, vary for some parcels due to different current (1991) assessed values. Since the analysis takes into account the *incremental* costs and revenues, the current property tax revenues are deducted from property tax revenue which will be generated by the redevelopment. Therefore, the most recently sold properties have higher assessed values and higher current property taxes leading to a smaller incremental increase in property tax revenue. Parcel 11 is designated for retail development with a 0.25 FAR. This parcel is expected to generate an incremental net recurring revenue of \$7,065 annually.

The recurring costs include the following cost items:

- Community Development;
- Recreation and Community Service;
- Public Works; and
- Police.

Recurring revenue items include the following:

- Property taxes;
- Transfer taxes;
- Sales taxes;
- Franchise Fees;
- Business Licenses; and
- Other Miscellaneous Revenues.

The one-time fees consist of a bed tax levied per residential unit in the amount of \$450 per unit.

An accurate fiscal analysis of redevelopment costs compared with anticipated revenues is not feasible given the current (1993) expectation of major state policy changes to redevelopment law.

No significant off-site infrastructure costs are anticipated due to the nearly built-out nature of the City.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes the need for transparency and accountability in financial reporting.

2. The second part of the document outlines the various methods and techniques used to collect and analyze data. It includes a detailed description of the experimental procedures and the statistical analysis performed.

3. The third part of the document presents the results of the study. It includes a series of tables and graphs that illustrate the findings of the research. The data shows a clear trend of increasing activity over time.

4. The fourth part of the document discusses the implications of the findings. It suggests that the results have significant implications for the field of study and may lead to further research in this area.

5. The fifth part of the document concludes the study. It summarizes the main findings and provides a final statement on the importance of the research.

**TABLE LU-8
REDEVELOPMENT PROJECT ESTIMATED
SITE-BY-SITE FISCAL IMPACT
IN DESCENDING ORDER BY NET REVENUE**

Annual Recurring Fiscal Costs/Revenues									
Parcel	Acreage	Recurring Costs	Recurring Revenues	Net Recurring Revenue	One-Time Fees	Purchase Price & Relocation Cost	Present Value of Net Recurring Revenue (20 Years @ 4%)	Ratio Present Value of Net Recurring Revenue/ Purchase Price & Relocation Cost	Priority Ranking Value to Purchase Price Ratio/Blighting Factor*
16 Industrial	10.08	\$ 7,049	\$ 72,649	\$ 65,600	\$ 0	\$ 2,400,500	\$ 891,511	0.37	1/2
17 Industrial	8.13	11,864	40,259	28,395	36,585	2,830,500	385,897	0.14	3/2
10 Commercial	5.61	8,187	23,346	15,159	25,245	2,698,860	206,029	0.08	5/2
14 Residential	4.32	6,304	19,610	13,306	19,440	4,148,060	180,832	0.04	9/1
11 Retail	0.46	322	7,387	7,065	0	337,000	96,015	0.28	2/1
04 Residential	2.16	3,152	10,005	6,853	9,720	2,145,800	93,121	0.04	10/3
03 Residential	2.16	3,152	9,941	6,789	9,720	2,209,100	92,265	0.04	11/3
12 Residential	1.47	2,145	7,147	5,002	6,615	843,200	67,972	0.08	6/2
13 Residential	1.88	2,743	6,843	4,100	8,460	2,643,000	55,706	0.02	13/1
02 Residential	2.16	3,152	6,833	3,681	9,720	2,973,621	50,022	0.02	14/3
05 Residential	1.08	1,576	4,981	3,405	4,860	491,700	46,278	0.09	4/3
08 Residential	1.98	2,889	6,241	3,352	8,910	655,000	45,545	0.07	7/4
18 Industrial	1.02	1,488	4,436	2,948	4,590	685,000	40,062	0.06	8/5
09 Residential	0.97	1,416	4,143	2,727	4,365	855,600	37,072	0.04	12/3
06 Commercial	0.52	759	2,187	1,428	2,340	777,800	19,408	0.02	15/3

Source: The Natelson Company, February 1993.

Note: See the discussion Key Development Parcels in the Land Use Issues section and Figure LU-1 for location of these parcels. Also, see the Economic Development Element for additional discussion.

- * The priority rating is based on present (1993) value to purchase ratio and an assessment of blighting factors using a 1 to 5 scale with 1 as the most blighted and 5 the least blighted.

CITY OF PORT HUENEME

HEARING DRAFT

GENERAL PLAN

CIRCULATION/INFRASTRUCTURE ELEMENT

July 1993

Cotton/Beland/Associates, Inc.
747 East Green Street, Suite 400
Pasadena, California 91101-2119

720.00

CIRCULATION/INFRASTRUCTURE ELEMENT

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CIRCULATION/INFRASTRUCTURE ELEMENT

Introduction

The Circulation Element is one of seven mandated elements of the General Plan and is intended to guide the development of the city's transportation system in a manner that is compatible with the Land Use Element. A well-planned transportation system is important to a city's economic and social well-being, and the State of California has mandated the adoption of a citywide Circulation Element since 1955. To help meet future transportation demands and achieve balanced growth, the Circulation Element includes specific goals and policies and implementation measures.

Purpose of the Element: The purpose of the Circulation Element is to provide a safe, effective, and efficient transportation system for the city. The current State mandate for a Circulation Element states that the General Plan shall include:

"...a circulation element consisting of the general location for proposed major thoroughfares, transportation routes, and other local public utilities and facilities, all correlated with the land use element of the plan."

The "General Plan Guidelines" (Section 65302 of the California Government Code), published by the State of California, Office of Planning and Research, suggests that the policies and plan proposals of the Circulation Element should:

- Coordinate the transportation and circulation system with planned land uses;

- Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- Make efficient use of existing transportation; and,
- Protect environmental quality and promote the wise and equitable use of economic and natural resources.

Scope of Content: The Circulation Element contains summary information on the existing and future conditions of the Port Hueneme's transportation system. Goals and policies have been created to ensure that all components of the circulation system will meet the future needs of the City of Port Hueneme.

To meet the General Plan Circulation Element policy objectives, the Element's Plan section identifies the transportation improvements needed to provide adequate capacity for future land uses. It also addresses potential demand management strategies and mass transit services. In addition, the Circulation Plan establishes a hierarchy of transportation routes with specific development standards described for each category of roadway.

Related Plans and Programs: As part of the Southern California region, Port Hueneme is affected by regional plans and programs that are related directly or indirectly to transportation. Examples of these are Southern California Association of Government's (SCAG) *Regional Mobility Plan* and *Growth Management Plan*, and the *Air Quality Management Plan* prepared by the Ventura County Air Pollution Control District (VCAPCD). These plans are intended to work in concert to reduce areawide traffic congestion and air pollutant levels. Planning strategies focus on reducing automobile and truck traffic on the regional transportation network, as well as at local levels.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that proper record-keeping is essential for the integrity of the financial system and for the ability to detect and prevent fraud.

2. The second part of the document outlines the specific requirements for record-keeping, including the need for timely and complete reporting of all transactions. It also discusses the importance of maintaining the confidentiality of the information and the need for proper storage and security of the records.

3. The third part of the document discusses the role of the auditor in ensuring the accuracy and integrity of the records. It outlines the specific responsibilities of the auditor, including the need to conduct regular audits and to report any discrepancies or irregularities to the appropriate authorities.

4. The fourth part of the document discusses the importance of training and education for all personnel involved in the financial system. It emphasizes that proper training and education are essential for ensuring that all personnel are aware of their responsibilities and are able to perform their duties effectively and efficiently.

5. The fifth part of the document discusses the importance of ongoing monitoring and evaluation of the financial system. It emphasizes that regular monitoring and evaluation are essential for identifying areas for improvement and for ensuring that the system remains effective and efficient over time.

Port Hueneme has included in this General Plan relevant policies and programs which reflect and respond to SCAG's and VCAPCD's regional goals. Policies in the Circulation Element are aimed at reducing traffic congestion, while Conservation/Open Space/Environmental Resources Element programs are aimed at improving regional air quality. The policy with respect to transportation demand management (TDM) specifically addresses VCAPCD regulations regarding increased vehicle occupancy targets as a means of reducing pollutants.

At the time this General Plan Element was prepared (1993), Ventura County had completed a draft update to the "Ventura County Congestion Management Program." (CMP). The CMP was prepared to meet State requirements in order for the County to continue receiving gas tax funds made available through the passage of Proposition 111, which passed in June 1990. The CMP is the first effort to manage traffic congestion by coordinating the many transportation, land use, and air quality programs in Ventura County. Because of the complexity in measuring and meeting traffic level of service standards, the CMP requirements for the Port of Hueneme Deficiency Plan are addressed in this element, see the final section of the element, "Deficiency Plan."

Circulation Issues

A comprehensive network of local roadways and public transit routes serve the transportation needs of Port Hueneme and surrounding jurisdictions. The following paragraphs identify circulation issues in Port Hueneme. The "Goals and Policies" section of this element outlines the City's long-term aims and strategies for addressing these issues and the "Circulation Plan" section details programs the City will undertake toward fulfilling its goals.

Level of Service: The term "Level of Service" (LOS) describes the quality of traffic flow. LOS ratings range between A to F, depending on the efficiency of a particular roadway. A rating between A to C indicate that the roadway is operating efficiently. Minor delays are possible on an arterial with a Level of Service D. Level E represents traffic volumes at or near the capacity of the highway, resulting in possible delays and unstable flow. Level F is characterized by stop-and-go traffic with long-term delays.

As part of the General Plan update, level of service ratings were assigned to seven intersections in Port Hueneme. Traffic operations at these intersections operates efficiently (LOS C or better) during the morning peak hour traffic. Conditions deteriorate during the afternoon peak hour with three intersections operating at LOS D or worse. The intersection of Channel Islands Boulevard and Ventura Road is operating at above its theoretical capacity, with a LOS rating of F.

**TABLE C-1
LEVEL OF SERVICE (LOS) SUMMARY
EXISTING (1992) CONDITION - AM AND PM HOURS**

Intersection	Peak Hour	Existing LOS
1. Channel Islands Blvd. & Victoria Ave.	AM PM	A C
2. Channel Islands Blvd. & Patterson Rd./USNCBC	AM PM	A C
3. Channel Islands Blvd. & Ventura Rd.	AM PM	C F
4. Ventura Rd. & Sunkist St./USNCBC	AM PM	A D
5. Ventura Rd. & Bard Rd./USNCBC	AM PM	A D
6. Ventura Rd. & Pleasant Valley Rd.	AM PM	A C
7. Ventura Rd. & Port Hueneme Rd.	AM PM	A A

Source: Crain Associates, *Circulation Study for the Port Hueneme
General Plan*, January 23, 1993.

*Circulation Goals
and Policies*

GOAL 1: PROVIDE A COMPREHENSIVE TRANSPORTATION SYSTEM FOR THE MOVEMENT OF PERSONS AND GOODS WITH MAXIMUM SAFETY, EFFICIENCY, AND CONVENIENCE, AND WITH A MINIMUM OF DELAY AND COST.

Policy 1-1: Reduce existing congestion at critical intersections, including Channel Islands Boulevard and Ventura Road, Ventura Road and Sunkist Street, and Ventura Road and Bard Road.

Policy 1-2: The City will continue to work closely with the Navy and the Port District to ensure circulation system improvements are implemented to the mutual benefits of the three jurisdictions.

GOAL 2: PROVIDE A BALANCED ROADWAY SYSTEM WHICH WILL PROVIDE ADEQUATE ACCESSIBILITY TO EXISTING AND FUTURE LAND USES WITH MINIMUM IMPACT ON RESIDENTIAL NEIGHBORHOODS.

Policy 2-1: Encourage the routing of through traffic to designated arterial streets and discourage thru traffic in residential neighborhoods.

Policy 2-2: Monitor through traffic intrusion in residential neighborhoods, and where necessary, implement strategies to reduce through traffic impacts.

GOAL 3: ENCOURAGE THE USE OF ALTERNATIVE TRANSPORTATION MODES.

Policy 3-1: Promote the use of alternative forms of transportation (other than single passenger cars) to reduce congestion, traffic, noise, and air quality impacts.

Policy 3-2: Coordinate with the South Coast Area Transit (SCAT) to maximize the use of transit service in Port Hueneme.

Policy 3-3: When new circulation routes or street improvements are proposed, consider inclusion of bicycle lanes where feasible.

GOAL 4: IMPROVEMENT OF ACCESSIBILITY TO THE CITY FROM THE REGIONAL FREEWAY AND HIGHWAY SYSTEM.

Policy 4-1: Explore the feasibility of access through the Naval CBC to connect Pleasant Valley Road with Victoria Avenue, especially with regard to harbor-related traffic and in a manner which will not jeopardize naval operations (*Coastal Act/30210, 212-5*);

Policy 4-2: Investigate opportunities for linkage with existing and proposed light rail/shuttle facilities within the local area;

Policy 4-3: Participate in development of the regional Congestion Management Plan; and

Policy 4-4: Work with the Oxnard Harbor District, City of Oxnard, Ventura County and CALTRANS to expedite completion of the Rice Avenue bypass to Port Hueneme Road for Port access (*Coastal Act/30254, 30210-212-5*).

Policy 4-5: To remove truck route designations for Channel Islands Blvd. and Ventura Road after Rice Avenue bypass is completed.

Circulation Plan

This section of the Circulation Element describes the location and extent of circulation facilities and services, and identifies general standards that apply to each. Relationships of the Plan to land use policy are then discussed followed by implementation programs for the Element.

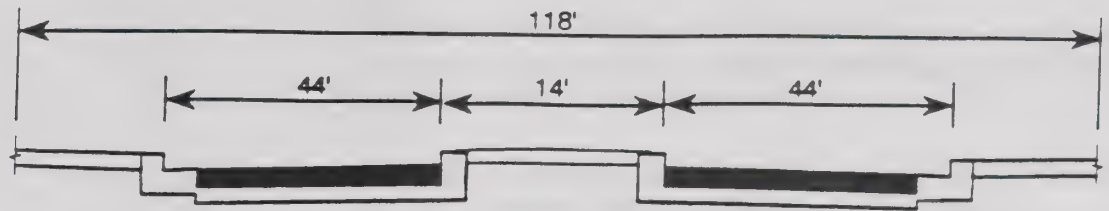
Roadway Facility Designations: The roadway system in Port Hueneme is defined using a hierarchy of roadway types which differentiate the function of each roadway link. Referred to as "facility-type" categories, they include three classifications ranging from "Major" highway with the highest capacity through "Local Street" with the lowest capacity. (See Figure C-1) A brief description of each facility-type follows:

Major Highways - These are primary circulation facilities which distribute and collect freeway bound traffic, accommodate intra-city trips, as well as serve other medium distance movements. Port Hueneme Road (east/west) Ventura Road (north/south) and Channel Island Boulevard (east/west) are considered major highways.

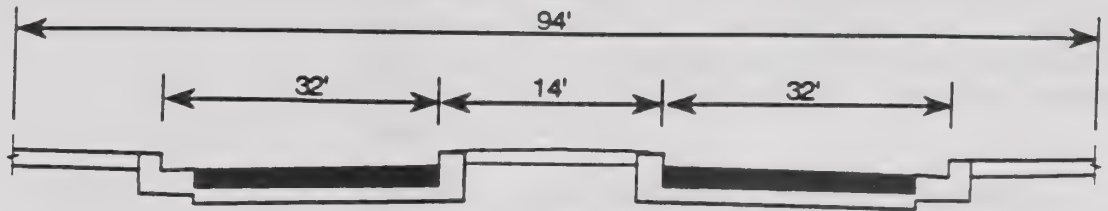
Secondary Highways - These streets distribute and collect traffic which is generated in the area circumscribed by major highways. Pleasant Valley Road is the only second highway in the City, although on busy weekends and holidays, Surfside Drive may serve as a secondary highway for beach related traffic.

Local Streets - These streets provide local access and comprise the remainder of the streets within the City.

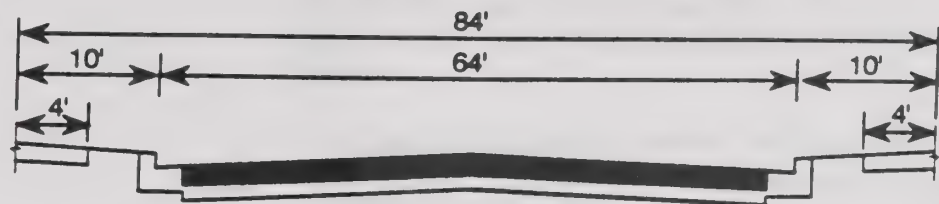
The desirable goal for every roadway in the Circulation Element is that it carry the existing and future volume of traffic at the desired level of service. To achieve this requirement, variation in design is expected, depending on factors such as the capacity needs and the adjacent land uses. Such variations will involve on-street parking, sidewalks versus pathways, bicycle lanes or paths, extra parkway or median



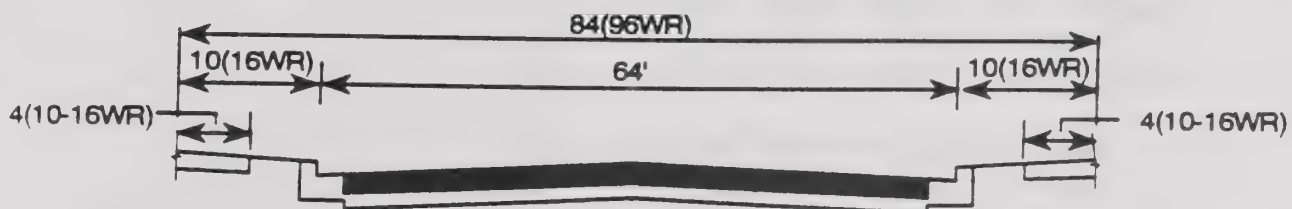
Primary Arterials



Secondary Arterials



Secondary Free Access



Major Commercial or Industrial Roads

SOURCE: County of Ventura, Public Works Agency.



Figure C-1
Circulation System
Typical Cross Sections

landscape treatment, etc. For that reason, the facility-type descriptions offer general guidelines rather than detailed design specifications.

Circulation System: The goals and policies included in this Element emphasize the importance of developing a circulation system that is capable of serving both existing and future residents while preserving community values and character.

Roadways included in the planned street system are shown in Figure C-2. They are classified according to their facility-type designation. The map indicates all of the designated major highways, secondary highways and local streets.

Roadway Improvements: The goals and policies included in this Element emphasize the importance of developing a circulation system that is capable of serving both existing and future residents while preserving community values and character. Improvements to the existing circulation system include:

- Channel Islands Boulevard/Victoria Avenue - Add a second left-turn lane westbound on Channel Islands Boulevard.
- Channel Islands Boulevard/Patterson Road-USNCBC - Add a third through lane eastbound and convert the right-turn lane westbound to a third through lane on Channel Islands Boulevard.
- Channel Islands Boulevard/Ventura Road - Add a shared left-turn/through lane northbound and convert the right-turn lane southbound to a third through lane on Ventura Road. Add a second right-turn lane eastbound on Channel Islands Boulevard. Modify the signal phasing to provide north-south opposed phasing and eastbound "overlap" phasing for the dual right turns.

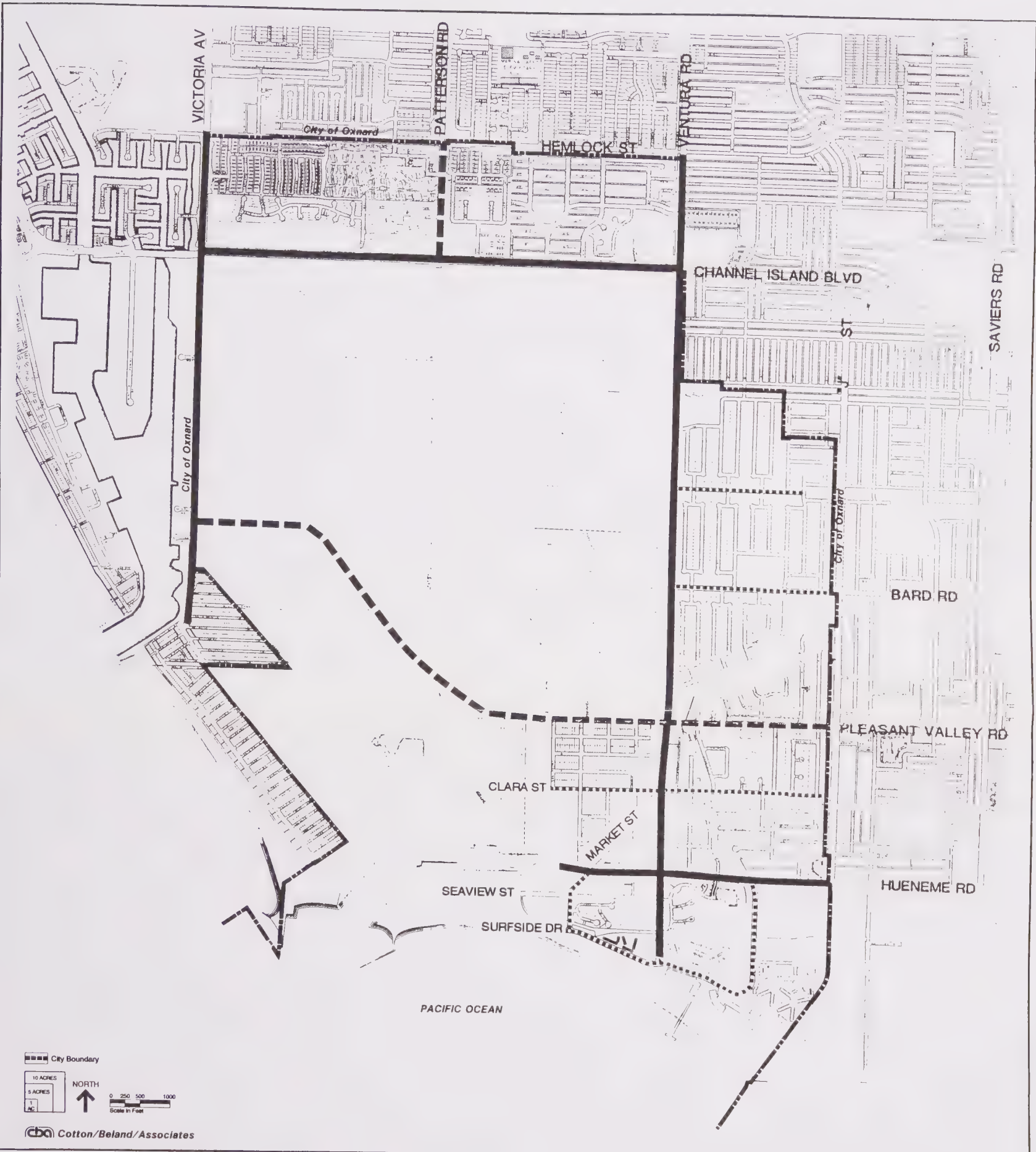


Figure C-2
Circulation System
Master Plan

CITY OF PORT HUENEME
HEARING DRAFT
GENERAL PLAN
HOUSING ELEMENT

July 1993

Cotton/Beland/Associates, Inc.
747 East Green Street, Suite 400
Pasadena, California 91101-2119

720

HOUSING ELEMENT

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HOUSING ELEMENT

Introduction

The Housing Element establishes policies that will guide City officials in daily decision making and sets forth an action program to implement the City's housing goals. This Housing Element is intended to direct residential development and preservation in a manner consistent with the overall economic and social values of Port Hueneme, and to fulfill legal requirements concerning state housing law.

Purpose of the Element: The Land Use Element is concerned with housing in a spatial context while the Housing Element identifies housing programs aimed at meeting the identified housing needs of the City's resident population. Concerns of the Port Hueneme Housing Element include the identification of strategies and programs that focus on: 1) conserving and improving existing affordable housing; 2) providing adequate housing sites; 3) assisting in the development of affordable housing; 4) removing governmental constraints; and 5) promoting equal housing opportunities. The Housing Issues Report provides background information and acts as a supporting document for the Element.

Issues associated with housing in Port Hueneme include the following:

- The limited availability of land and the associated high land costs serve as significant constraints to future residential growth in Port Hueneme.
- Special needs groups in the City which experience more difficulties in obtaining affordable housing include military families, the elderly, the handicapped, female-headed families, and large families, as well as the homeless.
- Approximately 37 percent of the City's lower income households (households which earn less

than 80 percent of the County median) are currently overpaying for housing.

- The City has a high proportion of renter-occupied housing. In 1990, 53 percent of the City's households were renter-occupied, compared to 34 percent renter-occupied units countywide. Promotion of home ownership opportunities in the City will be important to maintaining a balanced, stable community.
- Approximately 28 percent of the City's housing stock is over 30 years old -- the age at which housing typically begins to require major repairs. The housing condition survey conducted of the Neighborhood Strategy Area indicates that approximately 18 percent of these units require moderate maintenance, and another two percent require major rehabilitation. Maintenance and improvement of housing conditions over the long term will require ongoing maintenance of existing units, rehabilitation or replacement of substandard housing and programs to maintain neighborhood quality.

Scope and Content of Element: The Housing Element sets forth housing goals and policies for Port Hueneme. Specific housing programs that will implement these goals and policies are identified in the section entitled Housing Plan which follows the Goals and Policies. Finally, the Housing Element summarizes the City's existing and projected housing needs identified in the Housing Issues Report, providing the basis for targeting policies and programs to address these needs.

The State Legislature recognizes the role of local general plans, and particularly the housing element, in implementing Statewide housing goals to provide decent and sound housing for all persons. Furthermore, the Legislature stresses continuing efforts toward providing affordable housing for all income groups. The major concerns of the

Legislature with regard to the preparation of housing elements are:

- Recognition by local governments of their responsibility in contributing to the attainment of State housing goals;
- Preparation and implementation of City and County housing elements which coordinate with State and Federal efforts in achieving State housing goals;
- Participation by local jurisdictions in determining efforts required to attain State housing goals; and
- Cooperation between local governments to address regional housing needs.

The State Department of Housing and Community Development sets forth specifics regarding the scope and content of housing elements prepared by cities and counties. Table H-1 summarizes State Housing Element requirements and identifies the applicable sections of the Port Hueneme Housing Element and Housing Issues Report where these requirements are addressed.

Public Participation: Section 65583 (c)(5) of the Government Code states that "The local government shall make diligent effort to achieve public participation of all the economic segments of the community in the development of the housing element, and the program shall describe this effort."

Public participation played an important role in the formulation of Port Hueneme's housing goals and policies, and in the development of a Land Use Plan which determines the extent and density of future residential development in the community.

As part of the comprehensive update to the General Plan, the Port Hueneme City Council appointed a 25-member General Plan Advisory Committee (GPAC) to assist in identifying issues to be addressed by the

Plan and in formulating goals and policies. The GPAC was selected to represent a wide range of community views and values. It included:

- the five-member Port Hueneme Planning Commission;
- representatives from the Oxnard Harbor District, Port Hueneme Historical Society, Council on Aging, Hueneme School District, U.S. Navy CBC, Recreation and Fine Arts Commission, Chamber of Commerce, and Naval Civil Engineering Laboratory;
- one member from each of the five neighborhood areas; and
- five members appointed at large based on community tenure, ethnicity, representation from a range of age groups, involvement with community organizations, and geographic distribution.

The GPAC met regularly and developed a list of policies for inclusion in each General Plan element. For purposes of complying with the specific requirements of the Housing Element, GPAC policies were augmented to address identified housing needs.

Public hearings will be held on this revision to the existing Housing Element before the City Council. Notification will be published in the local newspaper in advance of each hearing, and posted in public locations.

Relationship to Other General Plan Elements: The City of Port Hueneme General Plan is comprised of seven elements: 1) Land Use; 2) Circulation/Infrastructure; 3) Housing; 4) Conservation/Open Space/Environmental Resources; 5) Noise; 6) Public Safety/Facilities; and 7) Economic Development. Concurrent with this update to the City's Housing Element, the Port Hueneme General Plan is undergoing a comprehensive update. A major purpose of this update is to achieve internal

consistency among all elements. By undertaking a comprehensive update to the City's General Plan, background information and policy direction presented in one element is also reflected in other Plan elements. For example, residential development capacities established in the Land Use Element and constraints to development identified in the Safety Element are incorporated within the Housing Element. This Housing Element Update builds upon the other General Plan elements and is entirely consistent with the policies and proposals set forth by the Plan.

**TABLE H-1
STATE HOUSING ELEMENT REQUIREMENTS**

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
A. <u>Housing Needs Assessment</u> 1. Analysis of population trends in Port Hueneme in relation to regional trends 2. Projection and quantification of Port Hueneme existing and projected housing needs for all income groups 3. Analysis and documentation of Port Hueneme characteristics including the following: a. level of housing cost compared to ability to pay; b. overcrowding; c. housing stock condition. 4. An inventory of land suitable for residential development including vacant sites and having redevelopment potential and an analysis of the relationship of zoning, public facilities and services to these sites. 5. Analysis of existing and potential governmental constraints upon the maintenance, improvement, or development of housing of all income levels. 6. Analysis of existing and potential nongovernmental and market constraints upon maintenance, improvement, or development of housing for all income levels. 7. Analysis of special housing need: handicapped, elderly, large families, female-headed households, farmworkers.	Housing Issues Report, Section 2.0 Housing Issues Report, Section 3.4 Housing Issues Report, Sections 3.5 and 4.4 Housing Issues Report, Section 3.3 Housing Issues Report, Section 4.3 Housing Element, "Housing Opportunities" Housing Issues Report, Section 5.2 Housing Issues Report, Section 5.1 Housing Issues Report, Section 3.6

TABLE H-1
STATE HOUSING ELEMENT REQUIREMENTS
(continued)

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
8. Analysis concerning the needs of homeless individuals and families in Port Hueneme	Housing Issues Report, Section 3.6
9. Analysis of opportunities for energy conservation with respect to residential development.	Housing Element, "Housing Opportunities"
10. Analysis of assisted housing developments eligible for conversion to market rate.	Housing Issues Report, Section 4.6; Housing Element, "Housing Programs"
B. <u>Goals and Policies</u>	
1. Identification of Port Hueneme's goals and policies relative to maintenance, preservation, improvement, and development of housing.	Housing Element, "Goals and Policies"
C. <u>Implementation Program</u>	
1. Identify adequate sites which will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels.	Housing Element, "Housing Programs"
2. Program to assist in the development of adequate housing to meet the needs of low- and moderate-income households.	Housing Element, "Housing Programs"
3. Address and, when appropriate and possible, remove governmental constraints to the maintenance, improvement, and development of housing in Port Hueneme.	Housing Element, "Housing Programs"
4. Conserve and improve the condition of the existing affordable housing stock in Port Hueneme.	Housing Element, "Housing Programs"
5. Promote housing opportunities for all persons.	Housing Element, "Housing Programs"

As part of this Housing Element Update, a separate Housing Issues Report was prepared to present detailed background information pertaining to the demographic, socio-economic, and housing characteristics of the City of Port Hueneme. The City's current and projected housing needs are also defined in the Housing Issues Report, providing direction for the development of goals, policies, and programs to address these needs in the Housing Element. The Housing Issues Report serves as an appendix to the Housing Element and is available for review at City Hall.

This section of the Housing Element summarizes Port Hueneme's housing needs as identified in the Housing Issues Report. In addition, constraints that may discourage the construction of new housing and opportunities that will further the development of housing in the City are evaluated.

Summary of Housing Needs: Demand or need for new housing in Port Hueneme is influenced by a number of factors. The four major "needs" categories considered in this Housing Element include:

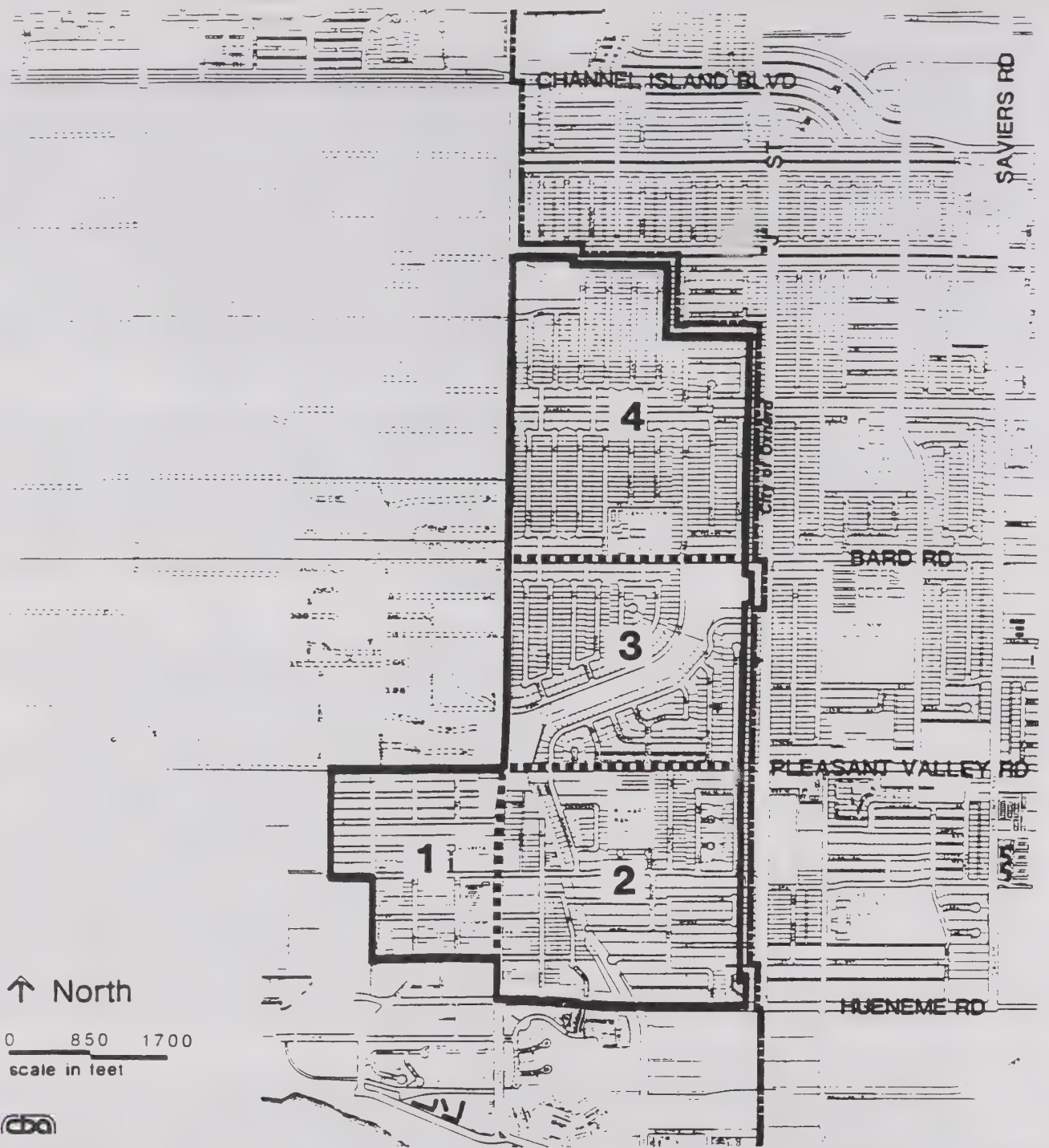
- Housing needs resulting from increased population growth, both in the City and in the surrounding region;
- Housing needs resulting from the deterioration or demolition of existing units;
- Housing needs resulting from households paying more they can afford for housing; and
- Housing needs resulting from the presence of "special needs groups" such as the elderly, households with a handicapped person, large families, female-headed families, military families, farmworkers, and the homeless.
- Housing needs resulting from lower income, assisted housing at risk of conversion to market rate.

Population Growth: The 1990 Census estimates a population of 20,319 persons for Port Hueneme, indicating a population growth of 14.1 percent during the 1980s. While this rate represents a healthy population growth, Port Hueneme did not experience an equivalent population boom evidenced in nearby jurisdictions, or the 27 percent growth experienced County-wide. The slower growth rate in Port Hueneme is largely reflective of the limited land available for residential development in the City and its limited potential for expansion.

Substandard Units: The accepted age standard for major housing rehabilitation is after 30 years. In 1990, approximately 28 percent of the City's housing units were over 30 years old, indicating the potential need for rehabilitation and continued maintenance of over a quarter of the City's housing stock based on age alone.

A housing condition survey was conducted in 1991 to evaluate the structural conditions of the City's housing stock. The survey focused on the City's older neighborhoods, collectively identified as the Neighborhood Strategy Area (NSA). Figure H-1 shows the NSA boundaries and priority areas. There are a total of 2,853 units in the NSA, of which 270 owner-occupied units and 240 rental units require moderate maintenance, 14 owner-occupied units and 31 rental units require major rehabilitation, and ten rental units are substandard and not suitable for rehabilitation. Rehabilitation of the NSA is carried out by the City's Housing Rehabilitation Assistance Program, which has a dual focus on owner-occupied and rental units.

Oftentimes, unit overcrowding can lead to housing deterioration. The Census defines overcrowded households as units with greater than 1.01 persons per room, excluding kitchens, bathrooms, hallways, and porches. According to the 1990 Census, 239 owner households and 686 renter households are overcrowded.



- 1 Ventura West
- 2 Ventura East
- 3 Bubbling Springs
- 4 Pearson Park

SOURCE: City of Port Hueneme



Figure H-1
Housing Condition Survey
Neighborhood Strategy Area

Affordability: State Department of Housing and Community Development (HCD) and Federal standards for housing overpayment are based on a housing cost-to-income ratio of 30 percent and above. Households paying greater than this amount have less income left over for other necessities such as food, clothing, utilities and health care. It is recognized, however, that upper income households are generally capable of paying a larger proportion of their income for housing; therefore, estimates of housing overpayment generally focus on lower income groups. (This housing cost-to-income ratio of 30 percent differs from that prescribed in the Health and Safety Code which Port Hueneme uses to govern expenditure of redevelopment monies.)

The Regional Housing Needs Assessment (RHNA) prepared by the Southern California Association of Governments (SCAG) identifies housing overpayment for Port Hueneme's lower income households based on data from the 1980 census. Lower income households are defined as households whose total gross income is less than 80 percent of the County median. "Lower Income" includes both Very Low (less than 50 percent of County median) and Low (between 50 to 80 percent of County median) Income groups. An estimated 1,116 (or 31.7 percent) of Port Hueneme's lower income households were paying more than 30 of their income on rent or mortgage payments as of January 1, 1988. Of these overpayers, 686 were classified as Very Low Income and 430 as Low Income.

The distinction between renter and owner housing overpayment is important because, while homeowners may over-extend themselves financially to afford home purchase, the owner always maintains the option of selling the home. Renters, on the other hand, are limited to the rental market, and are generally required to pay the rent established in that market. According to the RHNA, of the 1,116 lower income households identified as overpayers in Port Hueneme, 947 were renter households and only 169 were owner households. This discrepancy is largely reflective of

the tendency of renter households to have lower incomes than owner households.

According to the 1990 Census, Port Hueneme has the largest proportion - 53% (3,564 households) of renter-occupied housing stock in the County, as well as the lowest priced owner-occupied housing value. (There are 3,168 owner occupied households in Port Hueneme). Thus, the affordability gap would appear to be less severe than in many locations in the County.

Special Needs Groups: Certain segments of the population may have a more difficult time finding decent, affordable housing due to their special needs. Households with special needs, as defined in the State housing element law (Government Code Sec. 65583), are "the handicapped, elderly, large households, families with female heads of households, farmworkers, and families and persons in need of emergency shelter". In Port Hueneme, the large number of military families also warrant special attention in relation to housing due to their lower incomes.

Elderly: The special needs of many elderly households result from their lower, fixed incomes, physical disabilities, and dependence needs. According to the 1990 Census, 1,349 or approximately 20 percent of the City's households are headed by an elderly person. Among these elderly households, 996 (74 percent) are owner-occupants and 353 (26 percent) are renters.

Escalating housing costs, particularly in the rental market, severely impact housing affordability for the elderly, who are usually dependent on fixed incomes. According to the 1991 Ventura County Comprehensive Housing Affordability Strategy (CHAS), 185 (12 percent) of the elderly households in Port Hueneme are lower-income and in need of rental housing assistance.

Port Hueneme has two assisted housing projects that are targeted toward serving the City's lower-income elderly residents - Casa Pacifica, and Mar Vista. Casa

Pacifica, a 90-unit privately-owned senior housing project, was developed with financial assistance from HUD's Section 221(D)(4) program. Ten of the units are equipped with barrier-free features for disabled persons and all units receive Section 8 rent subsidies to ensure affordability. Mar Vista is a 60-unit low-income senior housing project owned by the Port Hueneme Housing Authority. The Port Hueneme Housing Authority indicated that 19 of the 560 applicants on the waiting list for rental assistance are 19 elderly/disabled households. In addition to HUD assistance, a land writedown was provided by the Port Hueneme Redevelopment Agency to ensure affordability on these projects.

A large portion of Port Hueneme's elderly population reside within the City's older neighborhoods, where many housing units exhibit deferred maintenance and require rehabilitation. Through the City's Housing Rehabilitation Assistance Program, low interest loans and grants are offered to facilitate unit upgrading, thereby improving housing conditions for the elderly and other low-income residents. Housing needs of the elderly can also be addressed through the provision of congregate housing, second units on lots with existing homes, shared living arrangements, and other housing assistance programs.

Handicapped: Physical handicaps can hinder access to housing units of conventional design as well as potentially limit the ability to earn adequate income. An estimated 6.5 percent of Port Hueneme's population have some form of work or transportation disabilities. Elderly individuals with transportation disabilities comprise an estimated 20 percent of the City's handicapped. As previously mentioned, a total of 19 elderly/disabled households are on the Port Hueneme Housing Authority's waiting list for rental assistance. Special housing needs of handicapped individuals include accessibility for wheelchairs, railings, ramps, and special construction for interior living spaces.

Large Families: Large households are identified as a group with special housing needs based on the limited

availability of adequately sized, affordable housing units. Large households are often of lower income and frequently reside in smaller dwelling units, and in turn resulting in overcrowding and accelerating unit deterioration. In 1980, large households with five or more members represented 13 percent of the City's total households. According to the 1990 Census, the proportion of large households has increased to 13.2 percent, or 1,026 households. Furthermore, the 1991 Ventura County CHAS indicates that almost 90 percent of these large family households are lower-income earners in need of rental assistance. Most of the City's large low-income families reside in Port Hueneme's older single-family neighborhoods encompassed within the NSA boundaries.

With limited opportunities in the City for new housing construction, development of large size units can be achieved through room additions to alleviate overcrowding in owner-occupied single-family homes. However, overcrowding remains a difficult issue as a large proportion of rental units are occupied by large families with only low to moderate income. On the Housing Authority waiting list, 258 (46 percent) out of the 560 applicants are large families in need of rental assistance for large units (three or more bedrooms).

Female-Headed Family Households: Female-headed households tend to have low incomes, thus limiting housing opportunities for this group. In 1980, 705 (12 percent) of Port Hueneme's family households were female-headed. Since 1980, female-headed households have gradually increased to 893, representing over 13 percent of the City's total households. In 1990, an estimated 62 percent (558) of the City's female-headed families have dependent children under 18 years of age. Thus, providing housing opportunities for female-headed families relates both to housing affordability as well as services for the care of children. Currently, 170 female-headed households receive rental assistance from the City's Housing Authority in the forms of Section 8 certificates or vouchers. Another 134 female-headed households reside in subsidized housing projects such as Casa Pacifica, Mar Vista, and Hueneme Village.

Military Families: According to the housing office at the Naval Construction Battalion Center (NCBC) in Port Hueneme, the NCBC has 3,778 military families. The presence of these military families has a significant impact on the local housing market due to their generally low income. Currently, 500 family housing units and 20 mobile homes are available to personnel stationed at NCBC; 40 percent of these units are reserved for enlisted personnel. This housing stock is comprised of two- and four-bedroom units with all units currently occupied.

The NCBC Housing Office maintains a waiting list of 180 applicants for the two-bedroom units and 13 applicants for the four-bedroom units. The expected waiting period for the two-bedroom units is between 12 to 14 months while the waiting period for four-bedroom units is between eight to ten months. The majority of the military families that do not receive accommodation at the base must seek housing in the vicinity of the base. The presence of a large number of military families has contributed to the tight housing market in Port Hueneme.

Farmworkers: Farmworkers are defined as persons making their living through seasonal agricultural work and who move with the seasons to different farming areas or communities. The special housing needs of many farmworkers arise from their low wages and insecure nature of their employment. Ventura County has large agricultural acreage. While there is no agricultural production within Port Hueneme, there are orchards and strawberry farms immediately surrounding the city. The 1980 Census indicated that approximately 400 Port Hueneme residents were employed in the agriculture, forestry, fisheries and mining industries. In 1990, this number is estimated to be 457 persons, or slightly over two percent of the total population. Therefore, special housing needs associated with farmworkers in Port Hueneme are not as significant as other special needs groups. Housing needs for farmworkers can generally be addressed by overall programs for housing affordability.

Homeless: Throughout the country, homelessness has become an increasing problem. Factors contributing to the rise in the homeless population include the general lack of housing affordable to lower and moderate income persons, increases in the number of persons with incomes falling below the poverty level, reductions in public subsidy to the poor, and de-institutionalization of the mentally ill.

While the 1990 Census indicates that there are no homeless persons visible in street locations within Port Hueneme, this estimate probably under-represents the homeless situation in the City. Because there are no homeless facilities within Port Hueneme, homeless persons from the City generally use services provided in surrounding communities, especially in the cities of Ventura and Oxnard. Estimates of homeless population in those cities probably include persons who originate from the City of Port Hueneme. Service data from the Zoe Christian Center, one of the County's largest family shelters, indicate that approximately ten percent of the 200 to 250 people served by the Center may originate from Port Hueneme. In addition, the Ventura County Comprehensive Housing Affordability Strategy (CHAS) indicates that there were 97 homeless Port Hueneme residents who received AFDC temporary housing during the Fiscal Year 1991.

Summary of Units at Risk: Housing Element Law requires jurisdictions to evaluate the potential for rent restricted low-income housing units to convert to non-low income housing. The Port Hueneme Housing Issues Report contains a detailed analysis of potential conversions. The following discussion is a summary of the Report's findings.

Casa Pacifica, a low-income senior housing development, is the only "at-risk" housing project in Port Hueneme. The 90-unit project was assisted under HUD Section 221(D)(4) program and has a project-based Section 8 contract with the Housing Authority. The Section 8 contract for Casa Pacifica can potentially expire in February, 1996.

Casa Pacifica is financed under HUD's Section 221(d)(4) market rate program and has no underlying low-income use restrictions. The affordability control for Casa Pacifica is governed by the Section 8 contract. When the Section 8 contract expires, Casa Pacifica can choose to opt out of Section 8 and rent to non-low-income tenants. The ability to charge higher rents is the primary economic incentive for the owner(s) of Casa Pacifica to no longer participate in the Section 8 program. However, under the Section 8 contract, the owner(s) of Casa Pacifica receive fair market rent at the 1992 per unit monthly rate of \$654 for the project's 90 one-bedroom units. This rental rate is comparable with market rates throughout the non-coastal area of the City. Therefore, the economic incentive for the owner(s) to terminate the Section 8 program is minimal.

Although the economic benefit is minimal, the owner(s) of Casa Pacifica may nonetheless decide to opt out of the Section 8 program. Resources available to preserve these housing units include qualified non-profit entities, such as Network for Housing in Ventura County, Home Aid, and Southern California Presbyterian Homes, that can purchase or manage "at-risk" units. In addition, public financing and subsidies, including CDBG and General Revenue monies, Housing Authority reserves, and Redevelopment Set-Aside funds provide the opportunities to purchase existing at risk units or develop replacement affordable housing.

Housing Constraints: Actual or potential constraints on the provision and cost of housing affect the development of new housing and the maintenance of existing units for all income levels. Market and governmental constraints to housing development in Port Hueneme are discussed below.

Market Constraints: The high cost of renting or buying housing is the primary ongoing constraint of providing adequate housing in the City of Port Hueneme. High construction costs, labor costs, land

costs, and market financing constraints all contribute to increases in housing costs.

Construction Costs: The single largest cost associated with building a new house is the cost of building materials, comprising between 40 to 50 percent of the sales price of a home. Overall construction costs rose over 30 percent between 1980 and 1990, with the rising costs of energy a significant contributor. Construction costs for wood frame, single-family homes of average to good quality range from \$40 to \$55 per square foot and costs for wood frame, multi-family units average around \$42 per square foot, exclusive of parking.

A reduction in amenities and quality of building materials (above a minimum acceptability for health, safety, and adequate performance) could reduce sales prices. Prefabricated, factory built housing may lower housing prices by reducing construction and labor costs. An additional factor related to construction costs is the number of units built at the same time. Construction costs over the entire development would generally be reduced as the number of units to be developed increases. This economies of scale is of particular benefit when density bonuses are utilized for the provision of affordable housing.

Land: Limited availability of land is a major constraint with regard to residential development in Port Hueneme. Future residential growth in the City will most likely occur in the redevelopment area which encompasses approximately one-third of the City's total area. City staff have identified 18 sites that are currently vacant, under-utilized, or may convert to other uses. Nine of these sites have been targeted for future residential and mixed use development.

According to appraisal reviews on several vacant residential properties, multi-family (R-2) land in Port Hueneme is priced between \$15 to \$17 per square foot. Multi-family (R-3) land is priced between \$17 to \$19 per square foot. Because of the scarcity of single-family (R-1) lots available for residential

development, land cost data for R-1 lots are difficult to obtain. According to local developers, single-family residential land in Port Hueneme is valued at approximately \$20 to \$22 per square foot. An appraisal report was commissioned by the City to evaluate the market value and development feasibility on several properties zoned for multi-family (R-2) development. According to the report, these properties can only accommodate single-family construction due to their small lot sizes and are valued at approximately \$14 per square foot.

An important point regarding land costs in Port Hueneme is that the majority of future residential development will occur on under-utilized properties with existing improvements which must be removed. These improvements can add substantial costs to property acquisition, site clearance and potentially clean up. Such added land costs will often necessitate multi-family densities to make a project financially feasible.

Labor Costs: Labor is the third most expensive component in building a house, constituting an estimated 17 percent of the cost of building a single-family dwelling. The cost of union labor in the construction trades has increased steadily since April 1974. The cost of non-union labor, however, has not experienced such significant increases.

Financing: While interest rates have fallen more than ten percent from their near 20 percent high in the early 1980s, they still have a substantial impact on housing costs which is felt by renters, purchasers and developers. Some mortgage financing is variable rate, which offers an initial lower interest rate than fixed rate financing. The ability of lending institutions to raise rates to adjust for inflation will cause many existing households to overextend themselves financially, as well as a return to a situation where high financing costs substantially constrain the housing market. An additional obstacle for the first-time home buyer continues to be the 10-20 percent downpayment required by most lending institutions.

Interest rates are determined by national policies and economic conditions, and there is little that local governments can do to influence these rates. Jurisdictions can, however, offer interest rate write-downs to extend home purchase opportunities and offer subsidized rehabilitation loans to lower income households. In addition, government insured loan programs may be available to reduce mortgage downpayment requirements.

Under the amended Home Mortgage Disclosure Act (HMDA) of 1989, certain lending institutions are required to disclose not only the number, amount, and location (by census tract) of mortgage and rehabilitation loans originated or purchased, but also the income, gender and race of the applicants.

In 1991, a total of 213 home mortgage and improvement loans were made to households in Port Hueneme by HMDA lenders. The majority of these loans were issued to homeowners in Census Tracts 43.02 and 44.00. Fewer loans were made in Census Tracts 42.00 and 43.01, as illustrated below.

	Conventional Loans	Home Improvement Loans
Census Tract 42.00		
Loans Originated	25	14
Applications Denied	7	10
Census Tract 43.01		
Loans Originated	7	0
Applications Denied	3	0
Census Tract 43.02		
Loans Originated	74	13
Applications Denied	10	5
Census Tract 44.00		
Loans Originated	69	11
Applications Denied	13	6

Source: Home Mortgage Disclosure Statement, December 1991.

The 1990 median income in Census Tracts 43.02 and 44.00 falls below 80% of the County's median, qualifying these tracts as low-income. Census Tract 43.02 located north of Channel Islands Boulevard, had 74 conventional and 13 home improvement loans approved. A total of fifteen loan applications were denied, or 15 percent of all loan requests. Census Tract 44.00 also received a number of loan approvals (69 conventional and 13 home improvement), with a similar rate (17 percent) of loan denials.

Census Tract 43.01 encompasses the Naval Construction Battalion Center (NCBC). The majority of housing within this tract is military rental housing with the exception of a few homes bordering the NCBC. As a result, fewer loans were originated in this census tract. Seven conventional loans were approved and three denied in Census Tract 43.01.

Census Tract 42.00 received 25 conventional and 14 home improvement loan approvals in 1991. A total of 17 loan applications were denied.

Profit, Marketing and Overhead: Developer profits generally comprise 10 to 15 percent of the selling price of single-family homes and slightly lower for condominiums. However, in communities like Port Hueneme where the market demand for housing is high in comparison to the available housing supply, developers are able to command higher prices and realize greater margins of profit.

Governmental Constraints: Housing affordability is affected by factors in both the private and public sectors. Actions by the City can have an impact on the price and availability of housing in the City. Land use controls, site improvements requirements, building codes, fees and other local programs intended to improve the overall quality of housing may serve as a constraint to housing development.

Land Use Controls: Government agencies may place administrative constraints on growth through the adoption and implementation of land use plans and

ordinances. The General Plan may restrict growth if only limited areas are set aside for residential land uses, and if higher residential densities are not accommodated. The zoning ordinance may impose further restrictions if development standards are too rigid, or if zoning designations do not conform with existing land uses.

The Zoning Ordinance permits densities of up to seven units/acre in areas designated for Single-Family Residential (R-1), 15 units/acre in Limited Multi-Family Residential (R-2), 25 units/acre in Multi-Family Residential (R-3), and 15 units/acre in areas designated for Transitional Residential/Coastal Related Industry (R-4). Additional densities can be negotiated on a project-by-project basis through the use of density bonuses in exchange for the provision of affordable units. Upon adoption of the General Plan, the City will revise its Zoning Ordinance to provide consistency with the Land Use Element. This will include redesignation of several target development sites, and creation of a new Mixed Use Zoning designation.

The Port Hueneme Zoning Ordinance has established a residential parking requirement of a two-car enclosed garage per single-family or two-family dwelling unit. For multiple-family dwellings, one and one-half parking spaces are required for each one-bedroom unit, and two spaces are required for each unit with two or more bedrooms. Apartments must have at least one covered space; parking for townhomes and condos must have both spaces contained within an enclosed garage. The City has adopted a minimum open space requirement of 20 percent of net site area for multi-family residential development within the "Planned Development" Overlay Zone. There are no growth control measures in place in Port Hueneme, or are any anticipated in the future.

Fees and Improvements: Various fees and assessments are charged by the City and other agencies to cover costs of processing permits and providing services and facilities, such as utilities, schools and infrastructure.

Almost all of these fees are assessed through a pro rata share system, based on the magnitude of the project's impact or the extent of the benefit which will be derived. According to the Ventura County CHAS, Port Hueneme's residential development fee schedule is comparable with those of surrounding communities. Development within the coastal zone is subject to an in-lieu fee imposed by the City as an alternative to constructing low and moderate income housing in or within three miles of the coastal zone. The in-lieu fee, currently set at \$3,000/unit, is deposited to the City's Housing Rehabilitation Assistance Program.

Building Codes and Enforcement: The City of Port Hueneme has adopted the State Uniform Building Code (UBC) and Uniform Housing Code which establish minimum construction standards as applied to all residential buildings. The City's building codes are considered to be the minimum necessary to protect the public health, safety and welfare, and the local enforcement of this code does not unduly constrain the development of housing. The City of Port Hueneme has not adopted a fire sprinkler ordinance for residential development.

Local Processing and Permit Procedures: The evaluation and review process required by City procedures contributes to the cost of housing in that holding costs incurred by developers are ultimately manifested in the unit's selling price. Unlike most jurisdictions, Port Hueneme has acted to disband its Planning Commission, thereby shortening review times on projects requiring discretionary approval.

Average processing time for residential projects varies depending on project complexity. Other than individual single-family projects, most residential projects in the City require the issuance of a Development Permit.

The Development Review Committee consists of the Director of Community Development, Director of Public Works, and Chief of Police, or their designated representatives. Prior to formal application being made for development permits, project applicants

have the option of going through a pre-application process with the Development Review Committee. The purpose of this optional procedure is threefold:

- To avoid preparation and the filing of applications for projects which are clearly inappropriate
- To reduce problems and time delays which may otherwise be encountered during processing of formal applications
- To incorporate environmental considerations early in the development review process

The Review Committee convenes within 14 days of receipt of the pre-application, and results of project evaluation must be conveyed to project applicants within 21 days of the date of filing. If the project requires discretionary action, a public hearing before the City Council will be scheduled no earlier than 30 days from the project filing date nor later than 30 days from the expiration date of public review periods.

Residential development within the Coastal Zone that appeal the City's discretionary decisions are subject to review procedures by the Coastal Commission.

Housing Opportunities: This section of the Housing Element evaluates potential residential development in Port Hueneme under current General Plan designations, and under the Alternative land use scenarios under consideration by the GPAC. The second part of this section evaluates opportunities for energy conservation with respect to residential development.

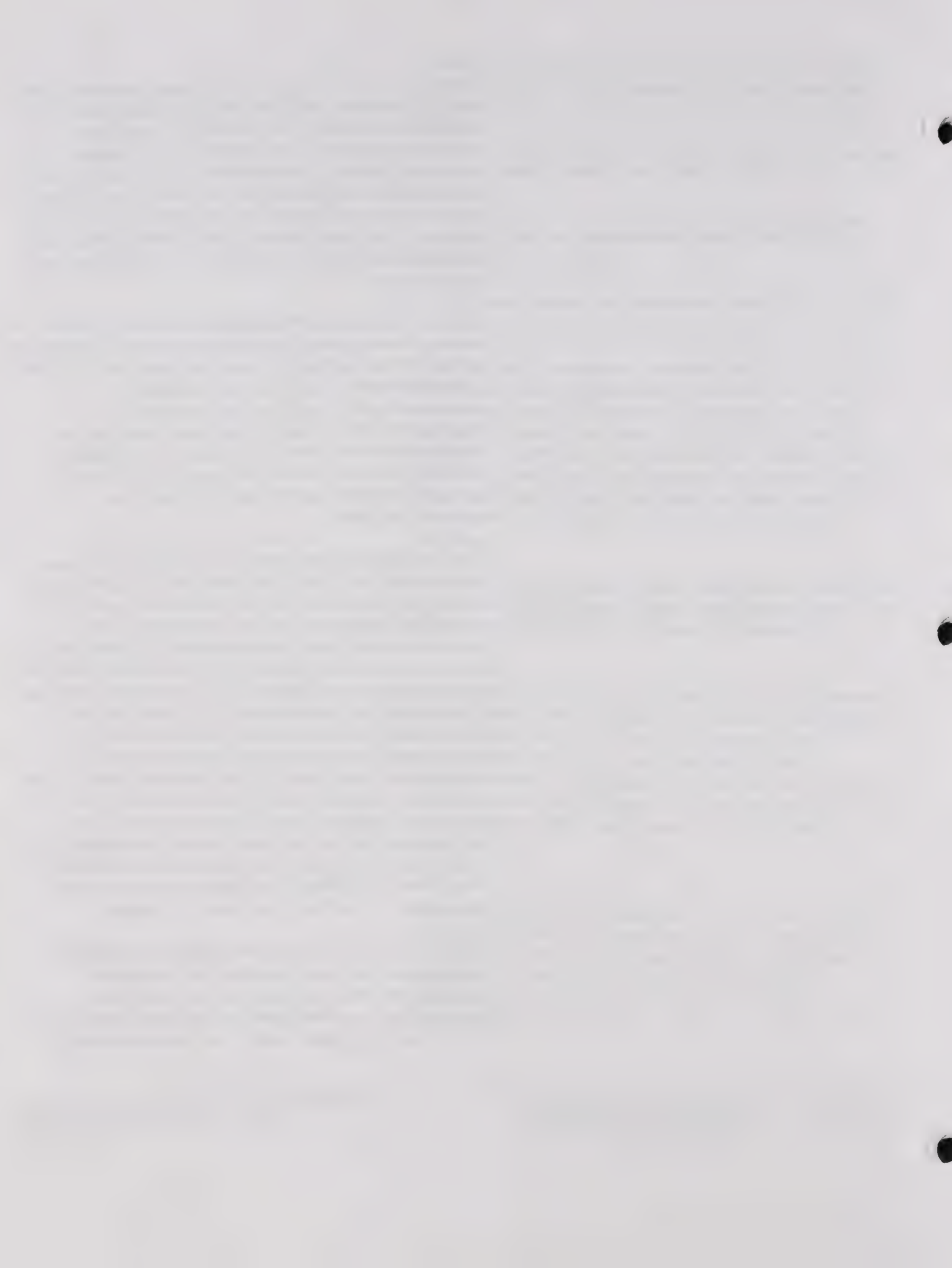
Availability of Sites for Housing: This section of the Housing Element evaluates the potential residential development which could occur in Port Hueneme under the General Plan Update. To achieve consistency with the General Plan, the Zoning Ordinance will be revised.

The City of Port Hueneme is almost completely built out. As a result, land use policy focuses on 18 key development sites in the community which are currently vacant or underutilized. As a means of expanding housing development opportunities, the General Plan designates ten of these sites for multi-family residential, identified in Figure H-2. In addition, the Navy Housing Project and Sunkist Site represent significant opportunities for new housing construction.

During the General Plan update, a detailed survey of the key development sites was conducted. The survey estimated the number of dwelling units that could be accommodated on each parcel taking into consideration existing development and site constraints. The General Plan designates six key development sites Medium Density Residential, providing a development potential of 159 dwelling units (48 units on vacant land, 111 units on underutilized land).

The General Plan designates four key development sites Mixed-Use. This new designation allows for a mixture of residential, retail, commercial, and office uses in the same building, on the same parcel, or within the same area. An additional 81 multi-family units can be accommodated on these Mixed Use properties (refer to Table H-2). Residential uses can be developed at densities up to 25 units per acre. When combined with ground floor commercial development, residential development in the same structure will yield even higher effective densities and associated reduction in development costs. The Mixed Use category thus allows market units to provide affordability to lower income households. In addition, the four mixed use parcels are all located along Pleasant Valley Road where prices are well below those immediately adjacent the coast.

In addition to these key development sites, several other parcels are also available for residential development (most of these parcels were not evaluated as "key development sites" due to previous development proposals which have since expired).



- Ventura Road/Sunkist Street-USNCBC - Add a third through lane northbound on Ventura Road.
- Ventura Road/Bard Road-USNCBC - Add a third through lane northbound on Ventura Road.
- Ventura Road/Pleasant Valley Road - Convert the right-turn lane northbound to a third through lane on Ventura Road.

In addition to the above intersection mitigation measures, it is recommended that a continuous third through lane eastbound and westbound be added on Channel Islands Boulevard between Victoria Avenue and Ventura Road between Port Hueneme Road and Channel Islands Boulevard. These are long term projects which are not expected to be needed until near the end of the planning period (2010).

Preliminary cost estimates for circulation system improvements are found on Table C-2. Implementation of these measures will improve adverse levels of service (LOS) at all impacted (i.e., LOS D and F intersections) to LOS C.

Pedestrian and Bicycle Plan: Bubbling Springs Recreation Corridor serves as the City's primary pedestrian/bicycle pathway. This corridor includes one marked bicycle path and a lane system which links Bubbling Springs Park to the beach. This bicycle route, while marked, is not fully developed. There are no marked bicycle routes running parallel to the beach.

Major pedestrian activity is limited to usage of the Beach Park. Bubbling Springs Park and Moranda Park are not linked to the beach by pedestrian access routes.

Rail Plan: The southern portion of the City is traversed by a single-track railroad line which serves Port Hueneme Harbor and is maintained by the Ventura County Railway Company. The use of this

rail line is sporadic and totally dependent on harbor related activities. On some days the line is not used, while on others one or two trains, with an average maximum length of four box or refrigeration cars unloads at a lemon warehouse in the harbor area. Railroad operations are restricted to between 7:00 AM and 10:00 PM; there are no nighttime operations.

Traffic on the Ventura County Railway could significantly increase with additional heavy industrial development in Oxnard or increased Port of Hueneme use.

Bus Plan: South Coast Area Transit (SCAT) organizes and monitors the regional bus transportation system in western Ventura County. SCAT developed as a result of a joint powers agreement between the Cities of San Buenaventura, Ojai, Oxnard and Port Hueneme in 1973. In 1977, the City of Santa Paula and County were added as participating members. SCAT will continue to provide bus service to these communities.

Deficiency Plan: The draft Ventura County congestion Management Program, 1993 (CMP) states that a "Deficiency Plan" is needed if a roadway section or intersection begins to operate at Level of Service (LOS) E or experiences a 4% or greater increase in the ratio of traffic volume to capacity. There is only one such location in Port Hueneme; the southwestern half of the Channel Islands Boulevard and Ventura Road intersection (see Table C-1, page 5). The northeast half of this intersection is within the corporate limits of the City of Oxnard. A study prepared for the general plan program (see Crain Associates, "Circulation Study for the Port Hueneme General Plan," January 23, 1993) demonstrates that this intersection is severely impacted by home to work trips originating within Port Hueneme, trips to the U.S. navy CBC, and most significantly, traffic traveling through Port Hueneme on Channel Islands Boulevard. Specific improvements to improve the LOS at this intersection from "F" to "C" are described on page 11

and 13, with cost estimates presented on Table C-2, page 16.

Needed improvements will require a joint undertaking between the cities of Port Hueneme and Oxnard.

TABLE C-2
PRELIMINARY COST ESTIMATES FOR CIRCULATION SYSTEM IMPROVEMENTS (1993)

[illegible]

TABLE C-3
PRELIMINARY COST ESTIMATES FOR CIRCULATION SYSTEM IMPROVEMENTS (1993)

Improvement	Right-of Way \$75.00 SF	Sidewalk Removal & Replacement \$10.00 SF	Curb & Gutter Removal & Replacement \$27.50 LF	Roadway Construction \$15.00 SF	Signal \$130,000 new \$20,000 relocate	Restriping \$4,500/day	Drainage 15%	Contingency 20%	Total
Ventura Rd. between Port Hueneme Rd. and Channel Islands Blvd. (10,000 LF)* - add EB lane - add WB lane	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---
TOTAL	\$360,000	\$24,000	\$66,000	\$432,000	\$65,000	\$40,500	\$109,000	\$141,200	\$1 237 700

Source: Cotton/Beland/Associates, Inc., 1993

- * Long-term project expected to be needed near the end of the 20-year planning period, additional study required to determine potential costs

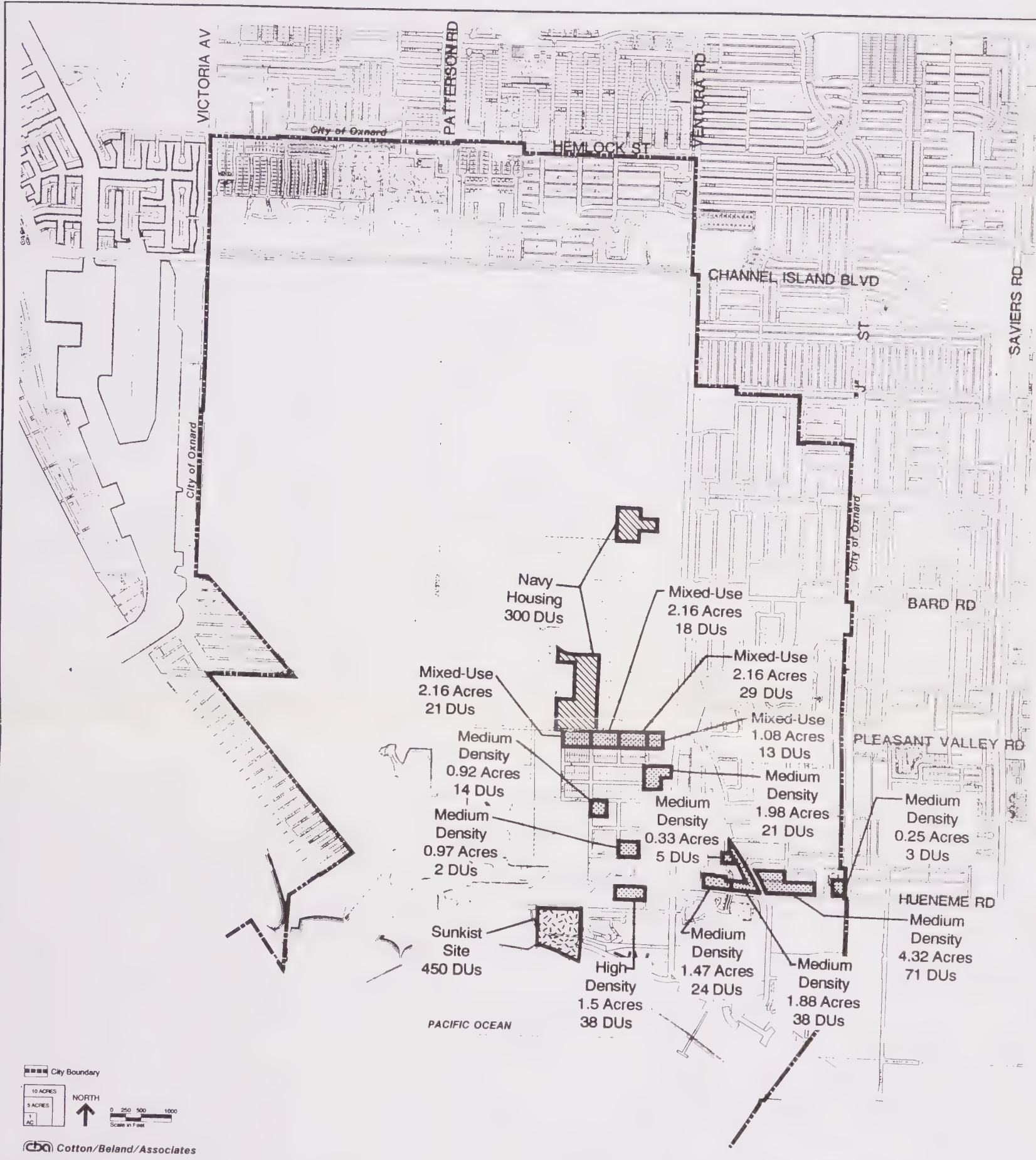


Figure H-2
Residential Development Potential

Thirty-eight dwelling units can be accommodated on 1.5 acres of High Density vacant land, developed at 25 du/acre. On 1.25 acres of vacant Medium Density land, 19 units can be constructed at a density of 15 du/acre. An additional 20 infill Medium Density units can be accommodated in the Ventura West and East area on vacant and underutilized parcels.

The presence of the military in Port Hueneme has a significant impact on the local housing market due to military personnel's generally low incomes, and a shortage of on-base housing. Basic monthly income is \$786 for E1, \$880 for E2, and \$915 to \$1043 for E3 personnel, classifying these households as very low and low income by HUD standards. The Naval Construction Battalion Center (NCBC) maintains a waiting list of nearly 200 applicants for housing, with waiting periods between 8-14 months. The 300 new junior enlisted family housing units to be developed on the base will provide much needed very low and low income housing for Navy personnel, thereby alleviating some of the pressure on the City's affordable housing market. At present, the NCBC is at the ground-breaking stage of construction.

The Sunkist Site offers another opportunity for new housing construction. Based on previous development proposals, the site could accommodate up to 450 dwelling units. However, due to its coastal location and related land costs, units will not qualify as affordable. The project developer will, however, be required to pay in-lieu fees into the city's affordable housing fund.

Since the five-year Housing Element cycle for jurisdictions in the SCAG region extends from July 1989 - June 1994, development which has occurred since mid-1989 can be counted towards fulfillment of the City's regional housing needs. Based on information provided by City staff, Port Hueneme has achieved a net increase of 93 Medium Density dwelling units since July 1, 1989, including two density bonus projects.

The City's aggregate residential development potential under current General Plan policy is illustrated in the following Table H-2. As an urbanized community, public facilities are available to facilitate development

throughout Port Hueneme. All of the land designated for residential use is served by sewer lines, water lines, storm drains, streets, telephones, electrical and gas lines.

**TABLE H-2
RESIDENTIAL DEVELOPMENT POTENTIAL**

Land Use Category	Target Residential Development Sites				Navy Housing DUs	Sunkist Site DUs	Units Constructed Since 7/89	Total Dwelling Unit Development Potential
	Vacant		Underutilized					
	Acres	DUs	Acres	DUs				
Res.-Single Family (0-7 du/net acre)								
Res.-Medium Density (7-15 du/net acre)	5.9	77 ⁽¹⁾	8.2	121 ⁽²⁾			93	291
Res.-High Density (16-25 du/net acre)	1.5	38			300			338
Mixed Use (15-25 du/net acre)			7.5	81 ⁽³⁾		450		531
TOTAL	6.0	115	15.7	202	300	450	93	1,160

NOTE:

- (1) 48 units on Key Development Sites, 19 units on 1.25 acres of vacant land, 10 infill units - Ventura West and East
- (2) 111 units on Key Development Sites, 10 infill units - Ventura West and East
- (3) 81 units on Key Development Sites.

Residential Development Potential Compared to Port Hueneme's Regional Housing Needs: As indicated in Table H-3, the SCAG Regional Housing Needs Assessment (RHNA) has identified a future housing need for Port Hueneme of 645 dwelling units to be developed during the 1989-1994 period. Combining the residential development potential on vacant and underutilized parcels, the Navy housing project, the Sunkist Site, and units constructed since 7/89, an estimated 1,160 additional dwelling units can be accommodated in the City. This indicates that the City's General Plan provides for residential development capacity which is more than adequate to accommodate the City's total share of regional housing needs.

**TABLE H-3
COMPARISON OF SITE INVENTORY WITH REGIONAL HOUSING NEEDS**

INCOME CATEGORY	POTENTIAL RESIDENTIAL DEVELOPMENT	REGIONAL HOUSING NEEDS ASSESSMENT 7/89-6/94
Very Low Income	188 ⁽¹⁾	102
Low Income	231 ⁽²⁾	122
Moderate Income	291 ⁽³⁾	188
Upper Income	450 ⁽⁴⁾	233
TOTAL	1,160	645

NOTE:

- (1) 150 Navy housing units, 38 High Density Units
- (2) 150 Navy housing units, 81 Mixed Use
- (3) 198 Medium Density, 93 units developed since 7/89
- (4) Sunkist Site

In terms of fulfilling the City's need for 224 lower income units (102 very low, 122 low), the 300 units of family housing to be developed at the NCBC for junior enlisted personnel and the 38 High Density units (25 du/acre) will satisfy this requirement. Another 81 dwelling units can be accommodated on parcels designated Mixed-Use, providing additional housing opportunities for lower income households.

Based on 1992 HUD income standards, a moderate income household in Ventura County can afford to pay up to \$1,450 in monthly housing costs, translating to a maximum for-sale cost of \$198,000 (assumes 10% downpayment, 9% interest rate). Given Port Hueneme's \$183,000 median condominium sales price in December 1991 and \$115,000 in March 1992, Medium Density properties can be assumed to be affordable to moderate income households. Both Bubbling Spring Villas and Courtyard Villas are recent examples of Medium Density projects with sales prices affordable to moderate income households.

SCAG's Regional Housing Needs Allocation (188 units) for moderate income households has already partially been achieved during this Housing Element time frame. Since July 1989, 93 Medium Density units have been constructed, including six density bonus units. An additional 198 Medium Density units can be developed on targeted residential development sites. This well satisfies the RHNA requirement.

Opportunities for Energy Conservation: Under current law, Port Hueneme's Housing Element must include the following:

Analysis of opportunities for energy conservation with respect to residential development. Section 65583(a)(7).

¹While a 20% downpayment could substantially reduce monthly mortgage costs and improve affordability for moderate income households, most moderate income households do not have the financial resources to afford a 20% downpayment.

By way of background, the Legislature in 1974 created the California Energy Commission to deal with the issue of energy conservation. The Commission in 1977 adopted conservation standards for new buildings. The Legislature directed the Commission to periodically improve the standards to account of state-of-the-art energy efficient building design. The Commission has recently adopted revised energy standards for new residential buildings. The revised energy conservation standards for new residential buildings have been placed in Title 24 of the California Administrative code. The new standards apply to all new residential buildings (and additions to residential buildings) except hotels, motels, and buildings with four or more habitable stories and hotels. The regulations specify energy saving design for walls, ceilings and floor installations, as well as heating and cooling equipment and systems, gas cooling devices, conservation standards and the use of nondepleting energy sources, such as solar energy or wind power.

Compliance with the energy standards is achieved by satisfying certain conservation requirements and an energy budget. Among the alternative ways to meet the energy standards are the following:

- Alternative 1: The passive solar approach which requires proper solar orientation, appropriate levels of thermal mass, south facing windows, and moderate insulation levels.
- Alternative 2: Generally requires higher levels of insulation than Alternative 1, but has no thermal mass or window orientation requirements.
- Alternative 3: Also is without passive solar design but requires active solar water heating in exchange for less stringent insulation and/or glazing requirements.

Standards for energy conservation, then, have been established. The home building industry, in turn, must comply with these standards while localities are

responsible for enforcing the energy conservation regulations.

In relation to new residential development, and especially affordable housing, construction of energy efficient building does add to the original production costs of ownership and rental housing. Over time, however, the housing with energy conservation features should have reduced occupancy costs as the consumption of fuel and electricity is decreased. This means the monthly housing costs may be equal to or less than what they otherwise would have been if no energy conservation devices were incorporated in the new residential buildings. Reduced energy consumption in new residential structures, then, is one way of achieving affordable housing costs when those costs are measured in monthly carrying costs as contrasted to original sales price or production costs. Generally speaking, utility costs are among the highest components of ongoing carrying costs.

Opportunities for additional energy conservation practices include the implementation of "mitigation measures" contained in environmental impact reports prepared on residential projects in the City of Port Hueneme. The energy consumption impacts of housing developments may be quantified within the scope of environmental impact reports, prepared by or for the City of Port Hueneme. Mitigation measures to reduce energy consumption may be proposed in the appropriate section of environmental impact reports, prepared by or for the City of Port Hueneme. These mitigation measures, in turn, may be adopted as conditions of project approval.

Some additional opportunities for energy conservation include various passive design techniques. Among the range of techniques that could be used for purposes of reducing energy consumption are the following:

- Locating the structure on the northern portion of the sunniest area on the site.

- Designing the structure to admit the maximum amount of sunlight into the building and to reduce exposure to extreme weather conditions.
- Locating indoor areas of maximum usage along the south face of the building and placing corridors, closets, laundry rooms, power core, and garages along the north face to the building to serve as a buffer between heated spaces the colder north face.
- Making the main entrance a small, enclosed space that creates an air lock between the building and its exterior; orienting the entrance away from prevailing winds; or using a windbreak to reduce the wind velocity against the entrance.
- Locating window openings to the south and keeping east, west and north windows small, recessed, and double-glazed.

These and any other potential state-of-the-art opportunities could be evaluated within the context of environmental impact reports and/or site plan review. Feasible site planning and/or building design energy conservation opportunities then could be incorporated into the project design. An evaluation of the potential for energy conservation could be incorporated into the permit and processing procedures of the City as discussed in the late section of governmental constraints.

This section of the Housing Element incorporates housing goals and policies adopted under the City's 1977 General Plan with new goals and policies to address a number of important housing-related issues in Port Hueneme. Five major issue areas are addressed by the goals and policies of this Element: (1) maintain the supply of sound, affordable housing through conservation and rehabilitation of housing; (2) ensure that a broad range of housing types are provided to meet the needs of both existing and future residents; (3) increase opportunities for homeownership; (4) remove constraints to the development of affordable housing; and (5) promote equal opportunity of housing choice for all residents. Each issue area and the corresponding goals and policies are identified and discussed in the following section.

Maintenance and Conservation of Existing Housing

A housing condition survey conducted in 1991 identified over 550 units as in need of some degree of rehabilitation improvements, and another ten units as substandard and not suitable for rehabilitation. Port Hueneme will continue to work through its Housing Rehabilitation Assistance Program to ensure that substandard housing units are rehabilitated and units that are currently sound continue to be maintained. The City will also strive to conserve the existing low income housing stock as affordable housing.

GOAL 1.0: MAINTAIN AND ENHANCE THE QUALITY OF RESIDENTIAL NEIGHBORHOODS IN PORT HUENEME.

Policy 1.1: Advocate the rehabilitation of substandard residential properties by homeowners and landlords.

Policy 1.2: Continue to utilize the City's code enforcement program to bring substandard units into compliance with City codes and to improve overall housing quality and conditions in Port Hueneme.

Policy 1.3: Attempt to preserve restricted low-income housing in the City that is at risk of converting to non-low income use by : a) monitoring status of potentially at-risk units; and b) identifying financial and organizational resources available to preserve these units.

Housing Opportunities

Port Hueneme encourages the construction of new housing units that offer a wide range of housing types to ensure that an adequate housing supply is available to meet the City's existing and future needs. The City's current housing stock consists of a balanced mix of renter/owner units (3,564/3,163) and a variety of housing types, including 4,325 single-family units, 2,993 multi-family units, 44 mobile homes, and 119 "other". Continuing to provide a balanced inventory of housing in terms of tenure and unit type (single family, multi-family, etc), cost, and style will allow the City to fulfill a variety of housing needs.

GOAL 2.0: ENCOURAGE THE ADEQUATE PROVISION OF HOUSING BY LOCATION, TYPE OF UNIT, AND PRICE TO MEET THE EXISTING AND FUTURE NEEDS OF PORT HUENEME RESIDENTS.

Policy 2.1: Provide a variety of residential development opportunities in the City including low density single family homes, moderate density townhomes, and higher density apartments and condominiums to fulfill regional housing needs.

Policy 2.2 Encourage both the private and public sectors to produce or assist in the production of housing, with particular emphasis on housing affordable to lower income households, military families, the handicapped, elderly, large families, and female-headed households.

Policy 2.3: Require that housing constructed expressly for low income households not be concentrated in any single portion of the City. Require housing built for

low income households to have on an average the same number of bedrooms as other non-inclusionary units in a housing development.

Policy 2.4: Encourage the development of residential units which are accessible to handicapped persons or are adaptable for conversion to residential use by handicapped persons.

Policy 2.5: Encourage the development of new housing units designated for the elderly and disabled persons to be in close proximity to public transportation and community services.

Policy 2.6: encourage the use of rehabilitation loans for room additions to help alleviate overcrowded conditions, and encourage the development of new units with three bedrooms to accommodate large families.

Home Ownership

The option of home ownership in Southern California has become a privilege which is often not available to low income households or first-time homebuyers. Rising construction and land costs have contributed to the cost of housing in Port Hueneme. In addition, interest rates have excluded certain households from qualifying for loans. The City will continue to facilitate the creation of affordable home ownership opportunities in its jurisdiction.

GOAL 3.0: PROVIDE INCREASED OPPORTUNITIES FOR HOME OWNERSHIP.

Policy 3.1: Assist in the development of affordable ownership housing for low and moderate income residents.

Policy 3.2: Provide favorable home purchasing options to low and moderate income first-time homebuyers.

Removal of Constraints on Housing Development

Governmental and non-governmental constraints to development can impede both the supply and affordability of housing. Certain governmental constraints can be minimized, such as development standards and fees, to facilitate new construction.

GOAL 4.0: REMOVE GOVERNMENTAL CONSTRAINTS ON HOUSING DEVELOPMENT.

Policy 4.1: Adopt the State-mandated density bonus ordinance to provide for increased densities in exchange for a portion of the project's units being reserved for lower income households.

Policy 4.2: Establish one-stop processing to expedite project review, and consolidate General Plan land use and zoning onto a single map.

Policy 4.3: Establish a reduced development fee schedule and modified development standards for affordable housing developments under the density bonus program.

Policy 4.4: Allow for second residential units as a means of providing low cost rental housing for small households.

Accessibility of Housing

In order to make adequate provision for the housing needs of all economic segments of the community, the City must ensure equal and fair housing opportunities are available to all residents.

GOAL 5.0: PROMOTE EQUAL OPPORTUNITY FOR ALL RESIDENTS TO RESIDE IN HOUSING OF THEIR CHOICE.

Policy 5.1: Prohibit discrimination in the sale or rental of housing with regard to race, ethnic background, religion, handicap, income, sex, age, and household composition.

Policy 5.2: Continue to participate in the Ventura County Fair Housing Program.

The Housing Plan

The previous chapter of the Housing Elements sets forth Port Hueneme's goals and policies for housing production, conservation and rehabilitation. The Housing Plan presented in the following chapter presents the specific programs the City intends to implement to achieve its housing goals.

Evaluation of Past Accomplishments: State Housing Element law requires communities to assess the achievements under adopted housing programs as part of the five-year update to their housing element. Port Hueneme's 1977 General Plan set forth housing goals and strategies for the City. While the City has not prepared a formal update to its Housing Element since this previous Plan, the City has nonetheless made significant progress in implementing its housing programs. The following section evaluates qualitatively the City's accomplishments since 1977 and where possible, provides quantified results for the five year SCAG cycle of July 1984 through June 1989.

Housing Conservation: A major emphasis of the City's 1977 General Plan with regard to housing was to conserve and expand housing affordability for lower and moderate income households. In response to this housing goal, the City has strengthened its the Rental Assistance Program through the City's Housing Authority to provide income-qualified households with rent subsidies.

The Port Hueneme Housing Authority was established in 1948 and administers the Section 8 Rental Assistance Program in the City. In July, 1984, the Housing Authority provided rental assistance to 360 very low income households. By June, 1989, the number of households receiving rental assistance had increased to 424 households under the following program activities:

	<u>July 1, 1984</u>	<u>June 30, 1989</u>
Conventional Public Housing	90	90
Section 8 New Construction	90	90
Section 8 Existing	180	197
<u>Section 8 Voucher</u>	<u>0</u>	<u>47</u>
Total	360	424

In addition, the Housing Authority operates the 90-unit Seaview Apartments which is open to households of all income levels. The Seaview Apartments was initially a privately-owned project financed under the HUD Section 236 program. In 1979, the City obtained ownership of this project and entered into a regulatory agreement with HUD to control the rental rates of these units. Although this project receives no rental subsidies, rental rates at this project are low enough to be affordable to very low income households.

Inclusion of the Rental Assistance Program in the updated Housing Element is appropriate to conserve housing affordability to lower income households.

Housing Rehabilitation: In addition to conserving the existing affordable housing stock, the City's 1977 General Plan also placed a strong emphasis on maintaining and improving the quality of the existing housing stock. In response to the Plan, the City established a comprehensive Neighborhood Preservation Program which included the following five components:

- Housing Rehabilitation Assistance Program;
- Code Enforcement;
- Commercial Revitalization;
- Selective Site Acquisition;
- Refuse Service Program; and
- Fair Housing Program.

The Housing Rehabilitation Assistance Program was established in 1978. Based on the age and condition

of the housing stock, the City has delineated a Neighborhood Strategy Area (NSA) in which rehabilitation and code enforcement efforts are focused. Also, the NSA designation accounts for the concentration of low and moderate income households eligible for CDBG funding. The NSA is further subdivided into four priority areas based on the relative age of the housing stock in those areas (refer to Figure H-1). The four subareas are: Ventura West, Ventura East, Bubbling Springs, and Pearson Park. The structure of this program is discussed in detail in the Housing Programs section of this Element. Between July 1, 1984 and June 30, 1989, a total of \$1,243,884 in public subsidies (\$1,020,295 in loans and \$223,589 in rebates) had been expended under the Housing Rehabilitation Assistance Program in the NSA:

Owner Occupied	Loan Program Units Improved		Rebate Program Units Improved		Total Units
	Units	\$ Spent	Units	\$ Spent	
Very Low Income	13	239,302	14	13,919	27
Low Income	29	435,907	28	35,071	57
Moderate Income	18	191,913	60	54,565	78
High Income	12	40,808	104	43,046	116
Investor-Owned	29	112,365	114	76,988	143
Total	101	\$1,020,295	320	\$223,589	421

Inclusion of rehabilitation programs in the updated Housing Element is appropriate to ensure the continued maintenance of the City's housing stock.

Housing Construction: The City's 1977 General Plan established a housing goal to expand the housing stock to provide a broader range of choice for residents. Due to the limited remaining vacant land for development, housing growth in the 1980's was slow in Port Hueneme compared to the amount of

residential construction that took place during the 1960's and 1970's. The 1990 Census indicates that the City's housing stock increased by 746 units between 1980 and 1990. According to the State Department of Finance, 275 units were constructed between July 1, 1984 and July 1, 1989. The SCAG Regional Housing Allocation Model identified a regional growth need of 95 units (267 very low income; 319 low income; 272 moderate; 336 high) for the City between 1984 and 1989. Overall, the City achieved 23 percent of its housing construction goal.

The City has also been supportive of affordable housing construction. The City's Housing Authority owns and operates two public housing projects -- the 60-unit Mar Vista project for senior residents and the 30-unit Hueneme Village for family housing. The City also contains a 90-unit low income housing project - Casa Pacifica - financed under the HUD 221 program.

During the time frame of the updated Housing Element, it is appropriate to continue to state housing production goals, objectives, and policies. Housing production goals will be assessed based on a current land inventory and site suitability analysis.

Fair Housing Opportunity: As an outgrowth of the City's 1977 Housing Element, the City initiated a comprehensive Fair Housing Program in 1979. The City provided a variety of housing services to residents countywide under contract with the Ventura County Commission on Human Concerns and Community Development (VCCHCCD). Such services included housing, education, counseling, referral, and affirmative action. Over the six-year life of the program, Port Hueneme maintained primary sponsorship of the program and expended more than \$150,000 of its Small Cities CDBG allocation. Some 11,000 individuals were counseled on a variety of housing problems including alleged discrimination, retaliatory eviction, rent increases, substandard housing conditions, and security deposits. As funding for the program diminished, Port Hueneme turned

over the administration of the Fair Housing Program to the Ventura County Housing Authority.

Share of Region's Housing Needs: State law requires jurisdictions to provide for their share of regional housing needs. The Southern California Association of Governments (SCAG) has determined Port Hueneme's regional housing needs for the period of 1989-1994. Housing needs reflect the number of new units needed to accommodate future households in Port Hueneme (future demand) as well as providing an adequate supply of vacant housing to allow mobility and ensure a supply of new units to replace losses.

Housing needs were forecast by the 1988 Regional Housing Needs Assessment (RHNA). The total future housing needs for each jurisdiction was determined according to the growth in the number of households forecasted by SCAG's Growth Management Plan, the need to achieve ideal vacancy rates, and compensation for anticipated demolition. The RHNA establishes the SCAG region's housing need at 614,289 from July 1, 1989 to June 30, 1994. Each jurisdiction within the region was allocated its share of the region's housing needs based upon land availability and local employment projections in each jurisdiction.

According to the RHNA model, Port Hueneme will need housing to accommodate 644 households between July 1, 1989 and June 30, 1994 to fulfill the City's share of the regional housing needs. Based on the distribution of regional income, this total can be further divided among HUD's four income groups as follows:

Very Low Income (0-50% County median income)	102
Low Income (50-80% County median income)	122
Moderate Income (80%-120% County median income)	188
Upper Income (Over 120% County median income)	233
Total Households	644

The intent of the future needs allocations by income group is to relieve lower income impactation - the undue concentration of very low and low income households in a jurisdiction. Localities must fully address their existing housing needs in order for impactation avoidance goals to be achieved in the future period.

Redevelopment Set-Aside Fund: State Redevelopment Law provides the mechanism whereby cities and counties within the state can, through adoption of an ordinance, establish a redevelopment agency. The Agency's primary purpose is to provide the legal and financial mechanism necessary to address blighting conditions in the community through the formation of a redevelopment project area(s). Of the various provisions under State Law for financing redevelopment implementation, the most useful is tax increment financing. This technique allows the assessed property valuation within the Redevelopment Project Area to be frozen at its current assessed level when the redevelopment plan is adopted. As the property in the project area is improved or resold, the tax increment revenue generated from valuation increases above the frozen value is redistributed to the redevelopment agency to finance Redevelopment Project costs.

In general, many early redevelopment projects focused primarily upon demolition of blighted residential buildings and development of new non-residential uses or upper income residential projects. While these types of projects worked to eliminate blighting conditions, they did little or nothing to aid the mostly low and moderate income residents of the housing that was demolished, in addition to having a negative impact on a community's supply of affordable housing. To address the problems that arose with regard to the effect of redevelopment on low and moderate income housing, the state legislature enacted a series of changes to Community Redevelopment Law which require redevelopment agencies to undertake activities which will assist in the production of low and moderate income housing.

The legislative requirements regarding low and moderate income housing generally fall into three basic categories: 1) expenditure of 20% of the tax increment revenue to increase and improve the supply of low and moderate income housing in a community; 2) requirements that redevelopment agencies replace low and moderate income housing which is destroyed as a result of a redevelopment project; and 3) requirements that a portion of all housing constructed in a redevelopment project area be affordable to low and moderate income persons and families. The requirement for redevelopment agencies to set aside 20 percent of a project's tax increment for low and moderate income housing can provide a significant source of funding for implementation of a community's housing programs.

Port Hueneme Redevelopment: The Port Hueneme Redevelopment Agency adopted its first Redevelopment Project in 1962, known as the Harbor Redevelopment Project. That project was followed by the Hueneme Redevelopment Project in 1968. In 1973, the Central Community Project was adopted and expanded in 1976. The City's Redevelopment projects are located at the southern portion of the City and encompass the City's oldest residential neighborhoods and commercial areas, as well as the coastal area.

The Community Redevelopment Law allowed pre-1977 projects to defer all or part of the 20 percent housing set-aside obligation until 1996 if the redevelopment agency had adopted certain findings in 1986 to substantiate the project's eligibility for deferral. The Port Hueneme Redevelopment Agency has adopted the following findings to defer part of its 20 percent set-aside until 1996:

- Deferral of all or some of the set-aside obligation would be necessary to make principal and/or interest payments on existing debts; and

- Timely completion of projects, programs, or activities to which the project was committed prior to January 1, 1986 precluded setting aside any, or some portion of the 20 percent housing obligation.

In a response to the City's 1977 General Plan which called for conservation of existing housing units, the Redevelopment Agency has since been contributing five percent of its tax increment revenue to the City's Housing Rehabilitation Assistance Program. The remaining 15 percent set-aside has continued to be recorded as "debt or deferred balance". The Agency anticipates to have a cumulative deferred balance of \$3 million by 1995. Beginning in 1996, the Port Hueneme Redevelopment Agency will be required to deposit the full 20 percent tax increment revenue into a housing set-aside fund. A potential use of this fund could be to finance the Housing Rehabilitation Assistance Program in order to supplement the diminishing CDBG allocation.

Housing in Coastal Zone: Government Code Section 65588(d) requires the City to include in its housing element: 1) a review of the number of housing units approved for construction within the coastal zone after January 1, 1982; 2) the number of housing units for persons and families of low or moderate income provided in new housing developments either within the coastal zone or within three miles of the coastal zone; 3) the number of existing residential units occupied by persons and families of low or moderate income that have been authorized to be demolished or converted since January 1, 1982 in coastal zone; and 4) the number of residential units for persons and families of low or moderate income that have been required for replacement of units. This section will address these requirements.

Since January 1, 1982, a total of 576 units have been constructed in the coastal zone in Port Hueneme. Residential development in the coastal zone has been predominantly condominium projects; only the 60-unit Harbor Village is a rental project. Since 1982, 13 units occupied by low and moderate income

households have been authorized for demolition in the coastal zone.

Sixty-six units have been built in or within three miles of the coastal zone for moderate income households since 1982. In 1986, the City adopted a resolution for the approval of the 60-unit Harbor Village Apartments. The market-rate rent structure of Harbor Village was determined to be affordable to the City's moderate-income households. Thus, the project is in compliance with state law with regard to providing low- and moderate-income housing in the coastal zone. Another six units of low and moderate housing were provided as density bonus units in the Crystal Shores project. More often, though, the City imposes an "in-lieu" fee as an alternative to constructing low and moderate income housing in the coastal zone. In turn, the in-lieu fee is used as a funding source for the City's Housing Rehabilitation Program to ensure the long-term maintenance and upkeep of the City's existing affordable housing stock. Since 1982, total in-lieu fees collected amount to about \$877,903.

Development projects occurring within the City's coastal zone have historically been reviewed on a case-by-case basis. In an effort to address coastal requirements in a comprehensive way, the Housing Element now contains a program to codify the City's inclusionary housing policy into a consolidated ordinance which addresses Coastal Act requirements. (See Program 9 for additional information).

Housing Programs: The Housing Element section entitled "Summary of Housing Needs" describes the housing needs of the City's current and projected population, as well as the specific needs resulting from the potential deterioration of older units, lack of affordable housing for lower income groups, and special housing needs for certain segments of the City's population. The goals and policies contained in this Housing Element address the City's identified housing needs. These goals and policies are implemented through a series of housing programs.

The City of Port Hueneme's overall housing program strategy for addressing its housing needs has been defined according to the following issue areas:

- Conserving and improving the condition of the existing stock of affordable housing;
- Providing adequate sites to achieve a variety and diversity of housing;
- Assisting in the development of affordable housing;
- Removing governmental constraints if necessary; and
- Promoting equal housing opportunity.

Housing programs include both existing programs currently in use in Port Hueneme and new programs which have been added to address the City's unmet housing need. This section provides a description of each housing program and future program goals. The Housing Program Summary Table H-3 located at the end of this section summarizes the future 5-year goals of each housing program, along with identifying the program funding source, responsible agency, and time frame for implementation.

Conserving and Improving Existing Affordable Housing: Housing rehabilitation includes major efforts to improve property and alterations aimed at converting the type or number of units. The goal of housing

preservation is to protect the existing quality and investment in housing to avoid a degree of physical deterioration that will subsequently require a larger rehabilitation effort to restore quality and value.

In addition to maintaining the City's existing housing stock, Port Hueneme must also conserve affordable housing units in the community. The cost of housing has placed many individuals, especially the elderly and first-time homebuyers, in financial hardships. The preservation of affordable housing is important in ensuring adequate housing opportunities for all residents.

1. Housing Rehabilitation Loan Programs: Through the City's Community Development Department, Port Hueneme operates its own housing rehabilitation programs with program efforts focused in the Neighborhood Strategy Area (NSA). The Housing Rehabilitation Assistance Program is funded with the following sources:

- Urban County Entitlement CDBG monies;
- Program income (loan payoffs) from Small Cities and Hold-Harmless CDBG grants obtained in the late 1970s and early 1980s;
- Five percent of the annual tax increment pledged by the Redevelopment Agency;
- In-lieu fees from developers of new residential housing in the Coastal Zone; and
- Grants from the California Housing Rehabilitation Assistance Program for Owner-Occupied Housing (CHRP-O) at the amount of \$250,000.

The Housing Rehabilitation Assistance Program consists of grants and loans to eligible owner-occupants or investor-owners within the City's designated NSA. Property improvements which correct code violations and deferred property maintenance have first priority for funding. If

funding becomes insufficient to assist all eligible applicants in the future, applications for rehabilitation assistance will be prioritized on the basis of the four NSA subareas, with Subarea No. 1 receiving the highest priority.

a. Housing Rehabilitation Loan Program for Owner-Occupants: This program provides financial assistance to low and moderate income owner-occupants in the NSA to rehabilitate or upgrade their properties. For units that are severely overcrowded, loan applicants may include room addition as an eligible improvement when computing maximum loan amount. All City loans are secured by a Deed of Trust on the property to be improved and are due on sale of the property or upon conversion to tenant occupancy. Four types of financing are available under this program:

Partnership Loan: For qualified borrowers, the City provides a zero interest, deferred payment loan for a fixed percentage of the cost of all eligible work. The owner must contribute the balance of funds needed to complete the improvements. The City's contribution depends upon household income, and is currently structured as follows:

- Low Income - 50 percent
- Moderate Income - 50 percent
- Middle/High Income - 25 percent

The loans are completely deferred until sale of the property.

Direct Loan: In certain instances, the City can finance the entire cost of eligible construction with a 15-year amortized loan at rates which are substantially below market rate.

Interest-Bearing Deferred Loan: Low and moderate income owners who cannot qualify for a partnership loan or a direct loan, may be able to finance the full cost of eligible improvements with

an interest bearing deferred payment loan. Principal and interest on this type of loan is due in lump sum upon sale or refinance of the home. This loan program is funded with CDBG monies through the City's participation in the Urban County CDBG Housing Rehabilitation Assistance Program. Port Hueneme has established the following housing affordability thresholds (maximum housing expenses) as eligibility guidelines according to standards set in the Health and Safety Code:

- Very Low Income (earning less than 50 percent of the regional median income) has an affordability threshold set at 30 percent of 50 percent of the regional median income;
- Low Income (earning less than 80 percent of the regional median income) has an affordability threshold set at 30 percent of 70 percent of the regional median income; and
- Moderate Income (earning less than 120 percent of the regional median income) has an affordability threshold set at 35 percent of 110 percent of the regional median income.

Interests on the loans are accrued for a maximum of 15 years although the maximum loan term is 50 years. The scope of the interest-bearing loans is limited to rehabilitation works; property improvement works are not eligible for such loans.

Rebate Incentives: Owner-occupants of units over ten years old and located in the NSA are eligible to receive rebates on exterior improvements such as painting and landscaping. The rebate program is specifically intended to dovetail with the City's code enforcement program. Low income owner-occupants are eligible to receive up to 45 percent of rebate on the actual cost of improvement. Moderate income owner-occupants can receive a maximum of 30 percent of rebate. Occasionally,

15 percent rebates may be granted to middle to high income households.

As an attempt to assist special needs groups in improving living conditions, this rebate program gives an additional five percent rebate to qualified applicants if they are single-parents, elderly, or if they have work disabilities. A rebate applicant may receive more than one rebate, provided that the overall total of eligible expenditures does not exceed \$10,000 for any one property.

b. Housing Rehabilitation Loan Program for Investor-Owners: This program is targeted for rental properties within the Neighborhood Strategy Area. All City loans are secured by a Deed of Trust on the property to be improved. All Partnership and Direct Loans are due on sale of the property.

The City administers four types of financing under this program:

Partnership Loan: For qualified borrowers, the City will provide a zero interest, deferred payment loan for a fixed share of the cost of eligible work. The owner must contribute the balance of funds needed to complete the project. The City's contribution depends upon the number of dwelling units improved and the applicability of rent controls as follows:

- One to four units - 50 percent with rent controls or 25 percent without rent controls
- Five or more units - 50 percent with rent controls

Investor-owners who agree to commit the properties to rent controls must keep rent levels for improved units at Fair Market Rents for a period of 15 years. The loans will be forgiven at the end of the 15-year affordability control, as required by the California Health and Safety Code.

Direct Loan: In certain instances, the City can finance the entire cost of eligible work with a 15-year amortized loan at rates substantially lower than market rate.

HUD Rental Rehabilitation Loan: From time to time and on a limited basis, federal funds in the form of deferred payment loans are available to finance a portion of eligible rehabilitation costs. Where federal funds are used, no rent controls are imposed.

Rebate Incentives: To support and encourage relatively low cost, often exterior "cosmetic" improvements to rental properties such as painting and landscaping, the City provides investors with a 30 percent cash rebate of the cost of eligible improvements, up to maximum cash grant of \$3,000. Eligible rental properties must be located in the NSA, have seven or fewer units, and over ten years old. A rebate applicant may receive more than one rebate, provided that the overall total of eligible expenditures does not exceed \$10,000 on any one parcel.

Five-Year Program Goals: According to the City's financial projections on the Housing Rehabilitation Assistance Program revolving fund, current sources of funding are adequate to provide 26 principal reduction loans each year throughout 1996, translating to an annual cost of \$368,750. The City's five-year program goal will be to provide 130 principal reduction loans.

The number of units assisted under the rebate program has been steadily increasing. Fifty-nine rebates in public subsidies were provided in 1990 and 88 rebates were provided in 1991 to improve 88 units. The City anticipates to have granted approximate 90 rebates by the end of 1992 and will continue to provide an annual average of 80 rebates for the next five years.

In order to encourage maximum utilization of available rehabilitation assistance, the City will

distribute brochure material throughout the community including City Hall, the library, and in senior citizen gathering places.

Prior to 1990, the City's Housing Rehabilitation Assistance Program utilized the traditional interest subsidy technique for leveraged loans. To increase the cost-effectiveness of the rehabilitation program, the City initiated a loan portfolio study. The study recommended the use of principal reductions whereby the City would fund a predetermined percentage of rehabilitation costs. An advantage of the principal reduction approach is that applicants will be able to shop around and select a lender of their choice. As Federal CDBG allocations continue to diminish, the 1990 loan portfolio study also indicated a remaining program life of three to four years utilizing all available resources under the principal reduction approach. Additional funds will be necessary to continue this program. Beginning in 1996, Port Hueneme will deposit 20 percent of its redevelopment tax increment into a separate low/moderate housing fund, potentially providing a source of needed funds to continue the Residential Rehabilitation Program.

2. **Water Conservation Retrofit Rebate:** Port Hueneme offers rebates to owner-occupants and investor-owners on water conservation retrofitting works via the Housing Rehabilitation Assistance Program, established in 1991. Eligible works under this program include plumbing repairs, low-flow showerheads, ultra-low toilets, drought tolerant landscaping, faucet aerators, automatic irrigation, and efficient softeners.

This rebate program is funded with the Water Conservation In-Lieu fee assessed on new residential development and large-scale expansion/addition projects. The purpose of this program is to offset the water consumption impacts of new residential projects.

Five-Year Program Goals: The City's goal is to retrofit all public housing units and to extend rebates to households in the Neighborhood Strategy Area via other rehabilitation loan programs.

3. **Code Enforcement/Property Maintenance:** In 1979, Port Hueneme adopted its Property Maintenance Ordinance and the 1976 edition of the Uniform Housing Code "to protect the health, safety, and welfare of the residents of the City and to provide an orderly method of eliminating conditions and blighting influences which cause neighborhood deterioration".

Overall responsibility for code enforcement is vested with the Code Enforcement Division of the Community Development Department. Code compliance is pursued through a combination of regular neighborhood canvassing, systematic inspections, and response to citizen complaints. Particular emphasis is placed on property maintenance, eradication of substandard building conditions, and abatement of inoperative and abandoned vehicles. The City employs a cooperative approach to code enforcement and successfully processes approximately 900 violations annually. The majority of these housing units attain compliance without necessitating legal action.

When a code violation is identified, the responsible party (owner or occupant) will be notified of the alleged violation either by telephone, mail, or personal contact. A brochure informing the responsible party of financial assistance through the Housing Rehabilitation Assistance Program is sent along with the first notice. Where a residential property is cited with code violation(s) and the housing unit is considered overcrowded, the occupants will be advised of available rental assistance and rehabilitation loans available for room additions.

Compliance will be required within a reasonable time period set on the basis of the type of violation, generally no sooner than five days nor later than thirty days of the date of the notice. If compliance is not forthcoming within the time period prescribed on the first notice, a second notice will be given in writing and will indicate the legal consequences and possibility of fines and administrative costs. A five-day period for compliance will be given on the second notice. If actions towards compliance are not undertaken following the second notice and prosecution is subsequently commenced, the recovery of costs for time spent on code enforcement will be sought from the responsible party retroactive to the first notice.

Five-Year Program Goals: The City's goal is to continue to employ a proactive and cooperative approach to code enforcement in order to eliminate conditions that are detrimental to public health and safety. Code Enforcement staff will continue to work closely with Neighborhood Preservation staff and refer code violators to available assistance under the Housing Rehabilitation Assistance Program.

4. **Graffiti Removal:** The City's code enforcement officers and housing rehabilitation staff operate the City's graffiti removal program, adopted in 1991. Since adoption, 55 incidences of private property graffiti have been reported. Once graffiti is cited, the City provides \$100 or the actual cost for property owners to remove the graffiti. As of 1992, 27 households have received grants for a total of \$2,000 in clean-up funds. Under certain situations, the graffiti may be removed by City crew. This program is funded with the City's redevelopment tax increment revenue and will continue to be funded as monies are available.

Five-Year Program Goals: The City will continue to utilize tax increment revenue to finance the Graffiti Removal Program to prevent blighting

influences and deterioration of properties. The City currently provides rebates on an as-needed basis.

5. **Conservation of Existing and Future Affordable Units:** A community's existing affordable housing stock is a valuable resource that should be conserved, and if necessary, improved to meet habitability requirements. The Port Hueneme Housing Authority owns and operates two public housing projects for low income households. The 60-unit Mar Vista project is targeted for senior citizen residents. Hueneme Village is a 30-unit project for family households. Because Mar Vista and Hueneme Village are owned by the Housing Authority, their long-term affordability is secure.

The City does have one privately-owned low income housing project - Casa Pacifica - with the potential to convert to market rate housing. Casa Pacifica is a 90-unit project, with ten units designed for households with at least one physically handicapped person. The project was assisted under HUD Section 221(D)(4) program and has a project-based Section 8 contract with the Housing Authority. While the Section 221(D)(4) mortgage has no underlying low-income use restrictions, the Section 8 contract is due to expire in February, 1996, at which time the owners can choose to opt out of Section 8 use restrictions and rent to non-low-income tenants. Owners of Casa Pacifica indicated that they intend to maintain the project as low-income.

The Housing Issues Report contains an inventory of restricted low-income housing projects in the City and an analysis of the costs of preserving and/or replacing the at-risk units. The Housing Issues Report also compiles a list of organizations and financial resources available for preserving the at-risk units.

In the event that the Section 8 contract is not extended on Casa Pacifica, the City will investigate the availability of redevelopment

funds, or other available funding sources, to enable continued rental subsidy to some or all of these units. The City will conserve the existing affordable units through the following programs:

a. Monitor Units at Risk: Contact with the owner(s) of Casa Pacifica to determine the status of the project and intent of the project owner(s).

Time Frame: The earliest potential conversion date for Casa Pacifica is in February 1996. The City shall contact the property owner(s) at least one year prior to the potential conversion date.

*Responsible
Development:* Housing Authority; Community Development

*Funding
Source:* Department budget, CDBG.

b. Work with Potential Priority Purchasers: The City will contact the owners of Casa Pacifica one year prior to the potential conversion date. If the owners indicate an intention to discontinue affordability controls on the project, the City will establish contact with public and non-profit agencies interested in purchasing and/or managing units at risk to inform them of the status of the project. Where feasible, the City will provide technical assistance to these organizations with respect to financing.

Time Frame: One year prior to the potential conversion date.

*Responsible
Department:* Housing Authority; Community Development.

*Funding
Source:* Department Budget.

Five-Year Program Goals: The goal of this program is to conserve the affordability of all 90 units in Casa Pacifica. In addition, the City will ensure the long-term affordability of future assisted units in Port Hueneme.

Provision of Adequate Sites: A key element in satisfying the housing needs of all Port Hueneme residents is to provide adequate sites for the development of all types, sizes, and prices of housing. Both the General Plan and Zoning Ordinance dictate where housing may be located, thereby affecting the supply of land available for housing. Port Hueneme has limited undeveloped land remaining in its jurisdiction. A significant portion of future residential growth will therefore be accommodated through infill and redevelopment of existing uses.

6. **Land Use Element:** A variety of residential types are provided for in Port Hueneme, ranging from Single-Family Residential (seven units per acre) to Multi-Family Residential and Mixed Use (25 units per acre), with higher densities achievable through the City's density bonus provisions.

Future population and residential growth in the City will occur in the redevelopment area which encompasses approximately one-third of the City's total land area. City staff have identified 18 sites that are currently vacant, underutilized, or may convert to other uses. As part of the General Plan update, the General Plan Advisory Committee (GPAC) evaluated the appropriate uses on these sites.

Five-Year Program Goals: Provide appropriate land use designations to fulfill the City's share of regional housing needs. Utilize incentives, including density bonus and redevelopment assistance, to facilitate higher density development. Modify the zoning ordinance by the end of 1993 to implement land use designations (refer to Program # 15).

7. **Sites for Homeless Shelters:** Port Hueneme has an estimated homeless population of 20 to 25 persons. The City has no emergency shelters within its jurisdiction, although the Zoe Christian Center, one of the largest regional shelters in Ventura County, is located in the adjacent City of Oxnard. The City currently allows transitional housing facilities in its residential zones subject to a CUP.

Five-Year Program Goals: The City will amend its Zoning Ordinance to permit the development of emergency shelters in commercial and industrial zones, subject to a Conditional Use Permit. Conditions for approval of a CUP shall be no more restrictive than those for similar uses.

Assist in the Development of Affordable Housing: New construction is a major source of housing for prospective homeowners and renters but generally requires public sector support for the creation of units affordable to lower income households. With limited vacant land remaining for development in Port Hueneme, residential construction has slowed since the 1980's. The following incentive programs for the development of affordable housing include those currently in use by the City/Agency, as well as those which the City intends to undertake.

8. **Military Housing:** The NCBC's (Naval Construction Battalion Center) 3,778 military families comprise a significant portion of the City's lower income households. With limited housing opportunities at the NCBC, the presence of these military families has a significant impact on tightening the City's affordable housing stock.

To alleviate this housing situation, the NCBC initiated a plan to build 250 two-bedroom and 50 one-bedroom on-site family housing units. The City has assisted in development through providing a reduction in development fees. This project is currently at the ground-breaking stage and construction is expected to complete by the end of 1993. The NCBC is also pursuing an

additional 100 units. However, the timeline for approval of these additional units is uncertain, and will likely occur during the next Housing Element cycle.

Funding for the 300-unit project comes from the federal Section 801 Build-To-Lease Program 10 USC 2828 (g), whereby the NCBC leases the land to the project developer for 20 years. At the end of the 20-year term, the NCBC has the option to discontinue the land lease, which essentially will transfer ownership of the 300 units to the NCBC.

These 300 units will be available to junior enlisted personnel whose incomes qualify as lower income, thereby relieving these families' impact on the City's affordable housing market. This project has enabled City/Navy to enact cooperative agreements including providing public access to base recreational facilities, dedication of Street ROW, etc.

Five-Year Program Goals: The City will cooperate with and support the NCBC in developing 300 units of lower income base housing, and in pursuing the expansion of this project by another 100 units.

9. **Inclusionary Policy:** Pursuant to provisions under the Coastal Act, the City has established an inclusionary housing policy pertaining to housing development in the coastal zone. As a condition for approval on a Coastal Development Permit, residential developers must include affordable housing units in or within three miles of the coastal zone. Density bonuses or other incentives that can reduce development costs may be granted for developers. For example, the Crystal Shores project in Port Hueneme fulfilled this inclusionary requirement by utilizing density bonuses.

As an alternative to constructing low and moderate income units, Port Hueneme exacts an in-lieu fee currently set at \$3,000 per unit on

residential development in the coastal zone. The fee collected is used to fund the City's Housing Rehabilitation Assistance Program. Since 1982, approximately \$878,000 in in-lieu fees have been collected. The City's Surfside Redevelopment Project fulfilled the inclusionary housing requirement with a combination of in-lieu fees and development of the NCBC 300-unit project within three miles of the coastal zone.

Five-Year Program Goals: The City will continue to use density bonuses, regulatory incentives, and in-lieu fees to fulfill Coastal Act requirements and encourage the creation and conservation of affordable housing in the City. The program goal will be to codify the City's inclusionary policy into a comprehensive ordinance which addresses Coastal Act requirements.

10. **Section 8 Rental Assistance Payments/Housing Vouchers:** The Section 8 rental assistance program extends rental subsidies to very low income families and elderly which spend more than 30 percent of their income on rent. The subsidy represents the difference between the excess of 30 percent of monthly income and actual rents. The voucher program is similar to the Section 8 Program, although participants receive housing "vouchers" rather than certificates. Vouchers permit tenants to locate their own housing. Unlike the certificate program, participants are permitted to rent units beyond the federally determined fair market rent in an area, provided the tenant pays the extra rent increment.

The Port Hueneme Housing Authority administers the Section 8/voucher program in the City, and has a current allocation of 402 certificates and vouchers. With 560 applicants on the Housing Authority rental assistance waiting list and another 350 households waiting to apply, the need for rental assistance in the City is substantial.

Five-Year Program Goals: The City's Housing Authority will continue to pursue additional allocation of Section 8 certificates and vouchers from HUD, and will encourage apartment owners to list available rental units with the Housing Authority.

11. **Density Bonus:** Pursuant to State density bonus law, if a developer allocates at least 20% of the units in a housing project to lower income households, 10% for very low income households, or at least 50% for "qualifying residents" (e.g. senior citizens), the City must either a) grant a density bonus of 25%, along with one additional regulatory concession to ensure that the housing development will be produced at a reduced cost, or b) provide other incentives of equivalent financial value based upon the land cost per dwelling unit. The developer shall agree to and the City shall ensure continued affordability of all lower income density bonus units for a minimum 30 year period.

To date, the City has accomplished one density bonus project - the 30-unit Crystal Shores condominium project. Six of the units in this project were developed as density bonus units and are required to remain affordable for moderate income households for a period of 5 years.

Five-Year Program Goals: As a means of becoming more proactive in encouraging density bonuses, the City will adopt its own density bonus ordinance which clearly spells out available regulatory concessions. The City will revise its Zoning Ordinance by 1993 and develop an informational handout to inform development applicants of opportunities for density increases.

12. **Second Unit Ordinance:** According to the State's definition, a "second unit" is an attached or detached residential unit on the same parcel or parcels as the primary unit, which provides complete, independent living facilities for one or more persons. The unit includes permanent

provisions for living, sleeping, eating, cooking, and sanitation. The benefits of second units can include additional income to homeowners, allowing homeowners who require companionship or nonspecialized assistance to remain in their homes; facilitating family ties between generations; reducing construction costs by utilizing existing infrastructure; and providing low-cost rental housing.

Second units are of particular benefit in a community like Port Hueneme where limited land remains for new construction, and second units can be integrated within existing single-family neighborhoods. In addition, the fact that many of the City's lower income elderly reside in older neighborhoods indicate second units can help address the needs of elderly homeowners, as well as renters.

Five-Year Program Goals: The City will adopt a Second Unit Ordinance to facilitate the creation of such units in conjunction with an amendment to the Zoning Ordinance.

- 13. First-Time Homebuyer Program:** The City promotes affordable housing ownership by negotiating projects on a case-by-case basis. A first-time homebuyer program was initiated at Crystal Shores, a condominium project constructed with a density bonus incentive. The City negotiated with the project developer to have six of the units offered for sale at affordable levels to previous occupants of the land who were displaced as a result of the project. When these units were not sold to displacees, the units were offered to City employees and others, in a descending order of preference.

Equity sharing is another mechanism which can be used to achieve affordable homeownership. This approach allows low and moderate income households to purchase a home by sharing the costs of homeownership with a sponsor, such as the Housing Authority or Redevelopment Agency.

The sponsor and the buyer together provide the downpayment and purchase costs to buy the unit. When the unit is sold, the equity earned through appreciation is split between the occupant and the sponsor according to an agreement made prior to purchase.

The design of a shared equity program depends on the co-investors, the source of funds, and community needs. A program can be as simple as a partnership where the occupant and sponsor purchase the home together and share the proceeds upon sale of the property in the same ratio as purchase costs were shared. In order to prevent the shared equity program from being used for speculative purposes, the buyer is required to occupy the home to be purchased. The Agency can reserve the right of first refusal when the home is sold, providing a mechanism to maintain the long term affordability of the unit. Recent case law (*Oceanside vs. McKenna*) validates the right of the City/Agency to require owner occupancy with no transfer.

Five-Year Program Goals: The City will continue to provide developers with density bonus and other incentives in exchange for setting aside a portion of the project's units at prices affordable to first-time homebuyers. In addition, the City will establish program guidelines and set up a shared equity program. The program can be financed through Federal HOPE and HOME funds, and through redevelopment set-aside funds. Once the program is in place, the City will establish annual assistance goals.

14. **Reverse Mortgage Program:** The most substantial asset of most elderly homeowners is their home, which usually increases significantly in value with inflation. And while owning a home may provide a rich asset base, with the onslaught of retirement and a fixed income, many elderly homeowners quickly become income poor. Home maintenance repairs multiply as the home ages, and the rising costs in home utilities, insurance, taxes, and

maintenance often get deferred altogether, creating an unsafe and often depressing living environment for the senior.

An alternative option for elderly homeowners is to draw needed income from the accumulated equity in their homes through a reverse mortgage. A reverse mortgage is a deferred payment loan or a series of such loans for which a home is pledged as security. Qualification for the loan is based primarily on property value rather than on income, allowing the elderly homeowner on a fixed income to receive a loan for which he or she would not otherwise qualify. Most reverse mortgage programs permit homeowners to borrow up to 80 percent of the assessed value of their property, receive needed principal of up to 25 percent of the loan, and then receive monthly annuity payments for the life of the loan.

The City shall work with an existing social service group in establishing a reverse mortgage program for seniors. Rather than making the loans themselves, the City/social service group's role could be to facilitate the initiation of reverse mortgage loans through the following steps. First, the City/ social service groups would need to provide educational and counseling services to seniors interested in pursuing a reverse mortgage. Second, the City/social service group would need to work with local lending institutions which currently provide these loans to gain a thorough understanding of the application process. The City/social service group could then work with the seniors to complete the loan applications and assist in providing any other necessary information to the bank. Based on available information, the following companies and lending institutions are known to offer reverse mortgage loans in the Southern California area:

1. California Financial Express (CFE)
(818) 577-0233

2. Home Income Security Plan
1-(800) 431-8100
3. Capital Holding
1-(800) 431-8100
4. Providential Home Income Plan
(714) 793-2309
5. American Homestead
1-(800) 233-4762

Five-Year Program Goals: The City will provide informational brochures at the public counter and offer referral services to senior residents interested in pursuing a reverse mortgage.

Remove Governmental Constraints: Under present law, the Port Hueneme Housing Program is required to address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.

15. Zoning Ordinance: The City of Port Hueneme has developed a comprehensive Zoning Ordinance to implement its General Plan. The existing zoning ordinance has adopted the following provisions to promote affordable housing development in the City:

- Provisions for mobile homes in Single-Family (R-1) and Limited Multi-Family Residential (R-2) zones;
- Provisions for transitional housing facilities in a residential zones subject to a Conditional Use Permit; and
- Provisions for the development of multi-family units at 25 units per acre in the Multi-Family Residential (R-3) zone.

Five-Year Program Goals: This Housing Element is part of an overall update to the City of Port Hueneme General Plan. Upon completion of the Plan update, the City will revise its Zoning Ordinance as necessary to provide compliance with the General Plan. The following provisions related to housing will be among those added to the City's Zoning Code:

- Revisions to the Zoning Map to provide consistency with the Land Use Element, to include redesignation of several target development sites, and creation of a new Mixed Use Zoning designation.
- Allowances for the development of emergency shelters in specified locations subject to a Conditional Use Permit;
- Allowances for density bonuses and other equivalent incentives for projects that include a minimum of 20 percent low income units;
- Institution of concurrent processing procedures for General Plan amendments and zone changes;
- Provisions for replacement housing and in-lieu fees in the coastal zone;
- Provisions for the development of second units in single and multi-family zones; and
- Provisions for the reduction of parking requirements for senior and low/moderate income housing projects.

The goal of this program is to revise the City's Zoning Ordinance by the end of 1993 to provide consistency with the updated General Plan, and to ensure City standards are not excessive and do not unnecessarily constrain affordable housing.

Efficient Processing: The evaluation and review process required by City procedures contributes to

the cost of housing in that holding costs incurred by developers are ultimately reflected in the unit's selling price. In order to minimize project holding costs, jurisdictions should streamline their review procedures to the greatest extent possible and without compromising adequate review.

The City has formed a Development Review Committee to assist project applicants in the pre-application phase to avoid potential problems and time delays during processing of formal applications. In addition, the City has acted to disband its Planning Commission, thereby shortening review times on projects requiring discretionary approvals.

Five-Year Program Goals: Port Hueneme is currently evaluating consolidation of the public works and engineering function with the Community Development Department. A major benefit of the proposed restructuring would be to provide "one stop processing" for planning, building and engineering permits. The goal of this program will be to pursue the implementation of this one-stop processing procedure for development projects.

17. **Modified Fees/Development Standards:** Various fees and assessments are charged by the City to cover the costs of processing permits and providing services and facilities. While almost all these fees are assessed on a pro rata share system, they often contribute to the cost of housing and constrain the development of lower priced units. Certain fees could be waived or subsidized by the City for the provision of lower income and senior citizen housing.

Development standards such as minimum lot size, setbacks, and parking requirements may increase the cost of housing development. State density bonus law requires cities to offer "regulatory concessions" in concert with increased densities to facilitate unit affordability. The City has in the past offered modified development standards for

projects which include an affordable housing component.

Five-Year Program Goals: Modified development standards and reduced development fees will be identified for density bonus projects, to be codified in the City's density bonus ordinance (refer to Program 11).

Equal Housing Opportunity: In order to make adequate provision for the housing needs of all economic segments of the community, the housing program must include actions that promote equal housing opportunities for all persons regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age or physical disability.

18. **Fair Housing Program:** Port Hueneme participates in the Ventura County Fair Housing Program administered by the Ventura County Housing Authority. In 1991, the County of Ventura, in cooperation of the Cities of Camarillo, Fillmore, Moorpark, Ojai, Port Hueneme, and Santa Paula, commissioned a Fair Housing Study. The purpose of this study is to analyze impediments to fair housing choice and make recommendations to correct them.

Five-Year Program Goals: Port Hueneme, in coordination with other cities, will continue to participate in the County's effort to implement the Fair Housing Study's recommendation to restructure the Fair Housing Program. The County's goal is to restructure the program by the end of 1992.

**TABLE H-4
HOUSING PROGRAM SUMMARY**

HOUSING PROGRAM	PROGRAM OBJECTIVE	5-YEAR GOAL (# UNITS) TO BE ASSISTED	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
CONSERVING & IMPROVING EXISTING AFFORDABLE HOUSING					
1. Housing Rehabilitation Assistance Program	Provide rehabilitation assistance to lower income owner- and renter- occupied households to facilitate unit upgrading.	Distribute program information. Provide a total of 130 rehabilitation loans and 400 rebates during the five-year planning period.	Small Cities CDBG grants; tax increment; housing in-lieu fees; and CHRP-O.	Community Development.	Program ongoing.
2. Water Conservation Retrofit Rebate	Retrofit existing housing stock with water conservation equipment and offset water consumption impact of new development.	Retrofit all public housing units as first priority. Extend rebates to households in the Neighborhood Strategy Area via other rehabilitation loan programs.	Water Conservation Retrofit In-Lieu fee.	Community Development.	Program ongoing.
3. Code Enforcement/ Property Maintenance	Bring substandard housing units into compliance with City codes.	Continue cooperative approach in pursuing code enforcement.	Department budget.	Community Development.	Program ongoing.
4. Graffiti Removal	Improve visual appearance of the housing stock by providing property owners with financial assistance to remove graffiti.	Continue to provide rebates for graffiti removal on an as-needed basis.	Redevelopment, Tax increment.	Community Development.	Program ongoing.
5. Conservation of Existing and Future Affordable Units	Provide for the continued affordability of the City's lower income housing stock.	Work to extend Section 8 contract on the 90-unit Casa Pacifica.	HUD; staff time.	Port Hueneme Housing Authority; Redevelopment Agency; Community Development.	February 1996.

HOUSING PROGRAM	PROGRAM OBJECTIVE	5-YEAR GOAL (# UNITS) TO BE ASSISTED	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
PROVISION OF ADEQUATE HOUSING SITES					
6. Land Use Element	Provide a range of residential development opportunities through appropriate land use designations.	Accommodate the City's share of regional housing needs, identified as 644 dwelling units.	Department Budget.	Community Development, Redevelopment Agency.	Housing Element time frame.
7. Site for Homeless Shelters	Provide sites for the development of housing for the homeless.	Revise Zoning Ordinance to permit shelters by CUP in commercial and industrial zones.	None necessary.	Community Development.	By end of 1993.
C. ASSIST IN DEVELOPMENT OF AFFORDABLE HOUSING					
8. Military Housing	Provide affordable housing for military families.	Support the NCBC in developing 300 units of very low income housing, and in pursuing an additional 100 units.	Section 801 Build-To-Lease Program 10 USC 2828(g).	Community Development.	Complete construction of 300 units by end of 1993.
9. Inclusionary Housing Policy	Provide affordable housing in the City's coastal zone.	Codify inclusionary policy into comprehensive ordinance.	Department Budget.	Community Development; Redevelopment Agency.	By end of 1993.
10. Section 8 Rental Assistance Payment/Housing Vouchers	Provide rental subsidies to very low income families and seniors. Encourage listing of rental units with County Housing Authority.	Pursue additional allocation of HUD subsidies to expand Section 8 assistance. Encourage apartment owners to list available units with the Housing Authority.	HUD-Section 8 Certificates and Housing Vouchers.	Housing Authority.	Program ongoing.

HOUSING PROGRAM	PROGRAM OBJECTIVE	5-YEAR GOAL (# UNITS) TO BE ASSISTED	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
11. Density Bonus Ordinance	Encourage development of housing for seniors and low income households through provision of density bonus or other equivalent incentives.	Inform applicants of opportunities for density increases. Incorporate density bonus program into City's Zoning Ordinance.	Department budget as necessary.	Community Development.	Adopt Density Bonus Ordinance and revise Zoning Ordinance by the end of 1993.
12. Second Unit Ordinance	Provide additional low cost housing opportunities in Port Hueneme.	Adopt Second Unit Ordinance in conjunction with an amendment to the Zoning Ordinance.	Department budget as necessary.	Community Development.	Adopt Second Unit Ordinance and revise Zoning Ordinance by the end of 1993.
13. First-Time Homebuyer Program	Provide homeownership opportunities for low and moderate income households.	Continue to negotiate with residential developers to offer units for sale at affordable rates to relocatees. Establish a shared equity program.	Federal HOPE and HOME funds; Redevelopment Set-Aside.	Community Development.	Establish program by mid 1994.
14. Reverse Mortgage Program	Provide seniors with the opportunity to convert home equity into spendable cash while retaining home ownership.	Inform senior residents of the reverse mortgage programs provided by different lending institutions. Provide technical assistance to interested seniors.	Staff time.	Community Development.	Establish program by mid 1994.
REMOVAL OF GOVERNMENTAL CONSTRAINTS					
15. Zoning Ordinance	Ensure City standards are not excessive and do not unnecessarily constrain affordable housing.	Revise zoning ordinance to incorporate provisions for density bonus, second unit, and homeless facilities.	Department Budget.	Community Development.	By end of 1993.

HOUSING PROGRAM	PROGRAM OBJECTIVE	5-YEAR GOAL (# UNITS) TO BE ASSISTED	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
16. Efficient Processing	Minimize project holding costs by simplifying processing procedures.	Institute one-stop processing.	None necessary.	Community Development.	Implement process by mid-1993.
17. Modified Fees/Development Standards	Provide flexibility in development fees and development standards to facilitate affordable housing.	Develop reduced fee schedule and flexible development standards for affordable housing projects as part of density bonus ordinance.	Department Budget.	Community Development.	Adopt density bonus ordinance by end of 1993.
EQUAL HOUSING OPPORTUNITY					
18. Fair Housing	Affirm a positive action posture which will assure unrestricted access to housing.	Continue to participate in the County Fair Housing Program. Continue to contribute to the County's effort in restructuring the Fair Housing Program.	CDBG.	Community Development.	Program ongoing. Restructure Fair Housing Program by end of 1992.

Note: The Community Development Department encompasses Planning, Neighborhood Preservation, Building and Code Enforcement.

SUMMARY OF FIVE YEAR GOALS

HOUSING GOAL	INCOME CATEGORY				
	TOTAL	VERY LOW	LOW	MODERATE	UPPER
Housing Construction (Regional Housing Need)	644	102	122	188	233
Housing Rehabilitation	530	95	133	158	144
Housing Conservation (Rent Subsidies, Casa Pacifica)	492	492	—	—	—

CITY OF PORT HUENEME

HEARING DRAFT

GENERAL PLAN

CONSERVATION/OPEN SPACE/ENVIRONMENTAL RESOURCES ELEMENT

July 1993

Cotton/Beland/Associates, Inc.
747 East Green Street, Suite 400
Pasadena, California 91101-2119

720.00

CONSERVATION/OPEN SPACE/ENVIRONMENTAL RESOURCES ELEMENT

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CONSERVATION/OPEN SPACE/ ENVIRONMENTAL RESOURCES ELEMENT

Introduction

California state planning law requires that every general plan include an open space element (Section 65302(e)) and a conservation element (Government Code Section 65302(d)). The open space element emphasizes the preservation of open space land specifically utilized for the preservation of natural resources, managed production of natural resources, outdoor recreation, and the public health and safety. The conservation element deals primarily with the preservation of natural resources including a discussion of water, energy, and animal/plant life.

While air quality has not yet been made a mandatory General Plan element by the State of California, the Ventura County Air Quality Management Plan (AQMP) contains specific requirements for air quality to be addressed by each municipal jurisdiction. This can be accomplished through development of a separate air quality element, or by integrating air quality as a sub-element within the appropriate sections of the General Plan or other documents.

Purpose of the Element: Open space to provide visual relief from urban congestion, to protect wildlife, to provide opportunities for recreation and to conserve resources is a high priority in Port Hueneme. This Element's purpose is to protect, conserve, and manage the City's natural and man-made open space resources.

The purpose of the Air Quality Sub-element is to provide guidelines and objectives for the City of Port Hueneme, consistent with the AQMP, to help improve local air quality conditions.

Scope and Content: Port Hueneme's Conservation/Open Space/ Environmental Resources Element (COER) contains three sections: Issues Identification, Goals and Policies, and a Plan. Specific concerns, opportunities, and needs are examined in the Issues Identification section, formulating the base data to develop the element. Goals and policies are subsequently created to guide decision makers in future policy decisions regarding open space and conservation issues. The Plan establishes specific measures to attain Port Hueneme's goals and policies.

Related Plans and Programs: A number of plans enacted through State legislation and other governmental bodies affect open space/conservation issues in Port Hueneme. A synopsis of relevant plans, programs, and other public policies follows.

California Environmental Quality Act (CEQA) Law and Guidelines: CEQA was adopted by the State Legislature in 1970 in response to a public mandate calling for a thorough environmental analysis of those projects that might adversely affect the environment. The provisions of the law, review procedures, and analysis of effects are described in the CEQA Law and Guidelines as amended in 1991. Proposed projects subject to CEQA must be evaluated for their potential effects on air quality, groundwater, water use, plant and animal life, energy consumption, and recreation. Other areas of environmental concern under CEQA, such as traffic and circulation, are closely linked with conservation issues (e.g. air quality). This Element's goals and policies will be applied on a project-by-project basis in accordance with CEQA.

Recreation, Park, and Open Space Standards and Guidelines (1983): The National Recreation and Park Association develops national standards for recreation, parks, and open space. Standards provide a national expression of minimum acceptable facilities for communities, a guideline to determine land requirements for various parks, and a basis for relating recreational needs to spatial analysis. These standards have generally been the most widely accepted and used standards of their type, especially by local governments.

Parks and Recreation Master Plan (1990): The Port Hueneme Parks and Recreation Master Plan provides primarily two types of information: a description of the existing recreation facilities and a plan to guide the future use and development of these facilities. The plan section outlines the physical improvements and maintenance that needs to occur at each facility, plus costs associated with each action.

The report, although never adopted by the City council, provided significant information about the existing park system. As a result, the Master Plan was utilized as the base data source to create the parks and recreation portion of this element.

Urban Water Management Plan (1990): The City of Port Hueneme was required to prepare an Urban Water Management Plan as authorized by the Urban Water Management Planning Act. The Act requires that water purveyors utilizing more than 3,000 acre feet of water must adopt an urban water management plan. The plan must include estimates of past, current, and projected water use; water conservation measures being practiced and those proposed; water sources and supply outlook; water management programs to implement in the next five years; and a discussion of the frequency and magnitude of supply deficiencies.

Fox Canyon Groundwater Management Agency Ordinance 5 (1990): Ordinance 5 requires all users of groundwater supplies, managed by the Fox Canyon Groundwater Management Agency to reduce their pumping. The reduction is based on a formula requiring the agency to reduce the water consumption in 5% increments. Ultimately each agency will achieve a 25% reduction in water consumption.

Evaluation of Alternative Future Water Supply Strategies (1992): This study evaluates alternative future water supply strategies to meet the City's water supply and quality goals. The alternatives are evaluated on both economic and non-economic factors, including: project costs, cost-effectiveness, reliability, ease of implementation, and institutional issues.

Americans with Disabilities Act, Pub. L. 101-336 (1990): The Act provides comprehensive civil rights protections to individuals with disabilities in the areas of employment, public accommodations, State and local government services, and telecommunications.

*Conservation/
Open Space/
Environmental
Resources Inventory
and Issues
Identification*

Open space lands are important for the preservation of natural resources, managed production of resources, outdoor recreation, and the public health and safety. This Element explores significant open space, recreation lands, and natural resources in the community.

Though normally contained in the Open Space/Conservation Element, this element does not include a discussion of timber and agricultural resources because of their absence in the City. Most of the trees in the City are imported nonnative species planted for shade and landscaping purposes. In addition, the City does not contain available land for large-scale agricultural production or livestock grazing. Long before urbanization, portions of the Port Hueneme area were used for agricultural purposes; however, all of the former land has since been developed.

Biological Resources: Port Hueneme, surrounded by the City of Oxnard, a county island, and the Pacific Ocean, is approaching build-out with little vacant land remaining. As a result, many native biological resources are located within the coastal area.

Terrestrial Biology: Port Hueneme is almost completely urbanized. The urban landscape includes non-native species of plants and smaller rodents and birds which have adapted to the city environment. However, the frequent disruptions caused by urban activities and frequent cultivation of plant life make these plant communities less than an ideal habitat for wild animals.

Due to community's urban landscape, the coastal strand remains Port Hueneme's primary biological habitat. The beach is vegetated by low-growing, succulent plants able to tolerate shoreline characteristics (unstable, dry, infertile substrate, persistent wind, high light, evaporation, and sea salt aerosol). The flat portion of the beach is devoid of

terrestrial plants. Landward, small scattered dunes, initially formed by silver cholla and sea rocket, develop a more or less continuous dune system.

Several species of animals inhabit the coastal strand, including the California legless lizard, California meadow lark, pocket plover, and the cottontail and black-tailed hare. The coastal strand is also utilized by numerous bird species, especially gulls and certain shorebirds which spend long hours resting and/or feeding on the sandy beaches. Typical bird species found on the strand include pigeons, doves, blackbirds, starlings, certain sparrows, killdeer, horned larks, and gulls. California least terns and snowy plovers have also been sighted along Hueneme Beach which is utilized as a recreational, high-intensity use.

A number of sensitive plants and animals occur in the wetlands adjacent to Port Hueneme in the City of Oxnard. These wetlands are known to contain the salt marsh bird's beak, California brown pelican, California least tern, western snowy plover, and Belding's savannah sparrow. Potential habitat may occur in these wetlands for the light-footed clapper rail, tidewater goby and mimic tryonia.

Marine Biology: The submarine topography immediately adjacent to the City is composed of a gently sloping, sandy bottom extending seaward approximately 1.5 miles to the 10-fathom line. Moving progressively deeper, a greater percent of mud is encountered, along with some shell fragments. The dominant submarine topographical feature of the area is Hueneme Canyon, a deepwater area approaching to within several hundred yards of shore.

The other important feature of this area is Port Hueneme itself, which was formerly an area of undisturbed wetlands supporting animal and plant associations. Its conversion into a usable port necessitated construction of wharves, breakwaters, and other structures which changed not only the harbor

itself, but also the coastal zone. Breakwaters now provide an artificial rocky habitat.

The primary types of plant and animal habitats presently found within the study area include: a sandy beach surf zone, extending from the upper shore-washed beach to just seaward of the breaker line; a sandy muddy area beginning at the terminus of the surf zone and gradually sloping into deeper water; the Hueneme Canyon, an area where primarily deepwater or northern species may be found relatively close to shore; the overlying water mass, supporting primarily pelagic organisms; the Port Hueneme Harbor itself; and all the artificial solid substrate -- including the breakwater, retaining walls, and outfalls.

Marine species in the Port Hueneme area include three primary types: Surf and Bay Fishes, Shallow Water Fishes, and marine mammals.

- **Surf and Bay Fish** - The most abundant fish are Northern anchovies, the primary food for virtually all large fish-eating carnivores in Southern California. Northern anchovies are ubiquitous, locally forming large, dense schools. Deepbody and Slough anchovies are also ubiquitous in their distribution, but not nearly as abundant as the Northern anchovy.

Silversides (California grunion, Jacksmelt, and Topsmelt) also figure prominently in the nearshore region. All are schooling fish, and may be locally abundant. Silversides are forage fish for other species.

The most important surf and bay fishes from a sportsman's point of view are the croakers and surfperches. Barred and Walleye surfperch, California corbina, and Spotfin croaker are the dominant, and the most sought-after, surf zone fishes. All of these species spawn in relatively shallow water along the shore or in bays.

- **Shallow Water Fishes** - the present trawl data are sufficient to establish fish species dominance in shallow waters (from roughly 10 to 40 feet). Data suggest that surfperches are dominant in this zone, as they are in the surf zone. Drums are also important, although not as much in this zone as in the surf. The most important sportfishes are the Barred, Walleye, and White surfperches and White croaker. Other species are not normally included in the fisherman's bag, either because of small size or unpalatability.
- **Marine Mammals** - The Harbor seal and California sea lion are occasionally seen in the area. California sea lions, in particular, feed in the offshore areas and haul up on the rocks of the jetty at the harbor mouth.

Riparian Corridor: The Bubbling Springs Creek, initially designed as a flood control channel, has undergone improvements to become part of the City's Recreation Corridor. A number of native and introduced plant species have been established in, and adjacent to, the watercourse, creating an environment suitable for animal life. Many water birds now utilize the area for resting and feeding. In addition, crabs, fish, small fish and frogs can be found in the creek.

Rare and Endangered Species: No rare or endangered marine invertebrates, plants, animals or fish are known to nest Port Hueneme. The California brown pelican and the California least tern are the only federal and state protected animals known to possibly utilize the coastal strand. The California brown pelican main nesting areas are on the Channel Islands. Feeding and resting have been observed on the Port Hueneme coast. However, it is highly unlikely that nesting occurs there. Likewise, the California least tern and western snowy plover have been seen resting and feeding within Hueneme Beach park, but nest in the adjacent Ormond Beach Area.

A number of rare and endangered species are known, however, to exist east of Port Hueneme in the City of Oxnard.

Open Space Recreational Resources: Port Hueneme's open space and recreation resources include the beach strand, parks, schools, and community facilities. Combined these resources offer the community's residents a number of recreational opportunities.

These resources are described in the following section.

Beach Strand: The Pacific Ocean and the adjoining beach, known as the Hueneme Beach Park, are two of the most notable and important natural resources for the City of Port Hueneme. The beach provides a wide variety of passive and active public recreation opportunities from sunbathing to swimming.

Continuing to protect and preserve the shoreline, to protect public views, and to improve public access are desired goals of both the City and California Coastal Commission. The California Coastal Act requires:

- The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Development shall be sited and designed to protect public views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.
- Maximum public access must be provided to coastal beaches. Further, recreational opportunities are to be provided consistent with protecting the public's safety, maintaining the rights the public, protecting the rights of private property owners, and preserving natural resource areas from overuse.

As a result of these mandates and community concern, both ocean vistas and shoreline access are recognized as valuable resources in Port Hueneme. Ocean vistas in Port Hueneme include views along Surfside and Ocean View Drives. Both the California Coastal Act and California Environmental Quality Act review new development proposals for their effect on visual resources. Specifically, the Environmental Checklist, completed in compliance with CEQA, requires a jurisdiction to determine if the project results in the obstruction of any public vista or view open to the public, or will the proposal result in the creation of aesthetically offensive site open to public view.

The Hueneme Beach Park aligns the coast, allowing the public unrestricted access to the beach. Non-vehicular (i.e., pedestrian and bicycle) access to the beach park from the residential neighborhoods in the central portion of the community is provided by the Bubbling Springs Recreation Corridor. However, pedestrian access from the City to the oceanfront adjacent the Naval Civil Engineering Laboratory (NCEL) is limited.

The Master Plan for Hueneme Beach Park proposes to provide access to the entire beach by locating a bike/pedestrian path along the beach to the view point/lighthouse at the port entry. Both the NCEL and Port of Hueneme currently restrict access from the City to the harbor and oceanfront for security and safety reasons, such as:

- The NCEL must remain secure from outside intruders.
- The compatibility of Port operations (i.e. unloading and loading) and individuals utilizing the proposed bikeway/walkway needs to be explored.

- If a seawall is constructed along the breakwater to allow pedestrian access, there is the potential for pedestrians to be injured during high ocean tides.

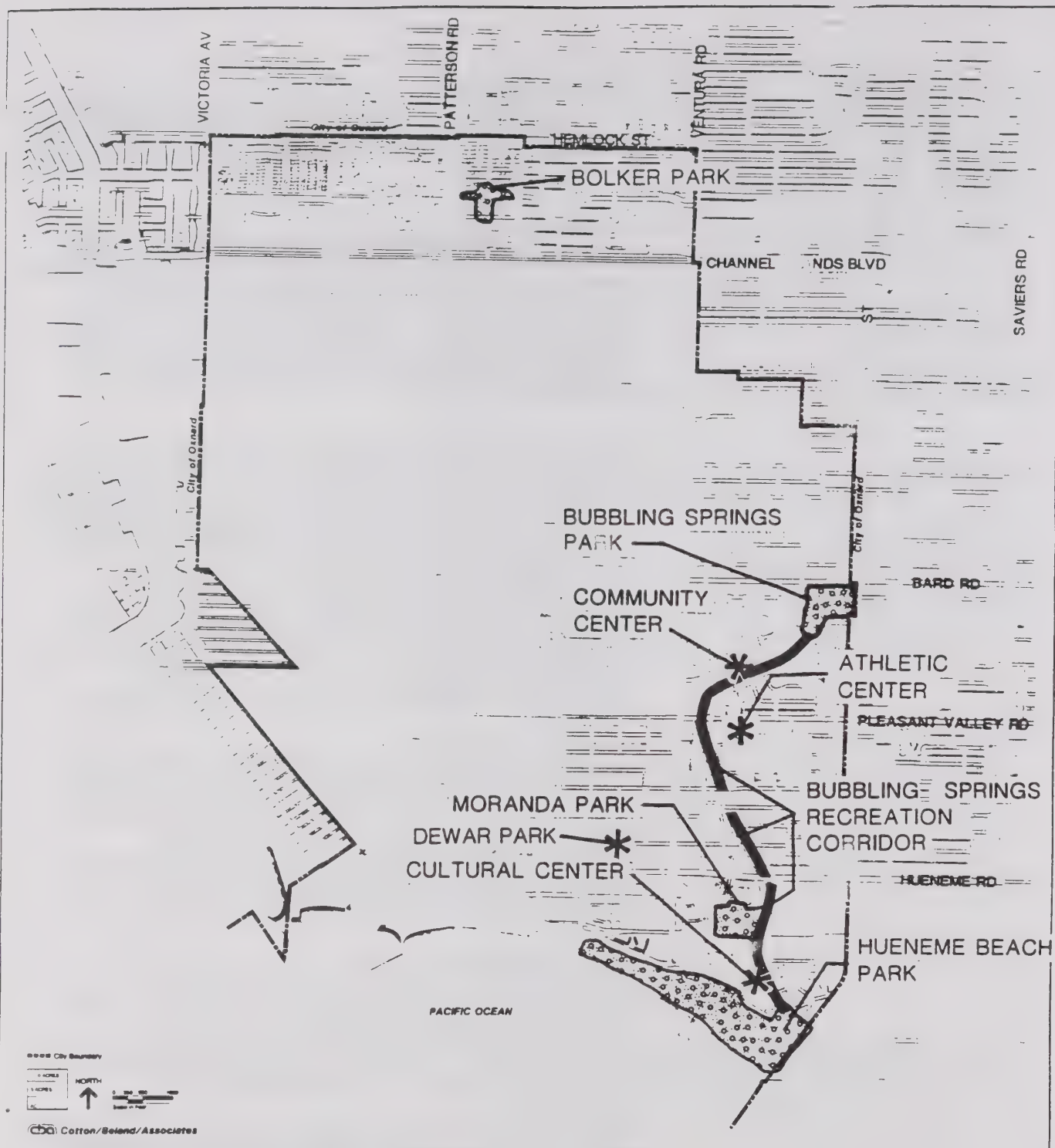
Parks and Recreation: The City of Port Hueneme Department of Recreation and Community Services operates five park sites, a recreation corridor, a community center, an athletic club, and a cultural center. (See Figure COER-1) These facilities offer diverse recreation opportunities throughout the community.

The National Recreation and Park Association has established a series of standards to help communities evaluate land requirements for various kinds of parks (see Table COER-1). These standards classify parks as community, neighborhood, mini, regional/metropolitan, regional reserve, linear, special use or conservancy depending on the size and activities at the park site. Based on this classification system, Port Hueneme contains four park types, including community, neighborhood, linear, and special use.

Community parks serve neighborhoods within one to two miles and generally encompass approximately 25 acres. Both active and passive uses are generally provided at these parks, offering recreation opportunities for large groups of people. Field sports, picnicking, play areas, and community centers are commonly found at these large parks.

Port Hueneme contains one community park, Bubbling Springs Park, encompassing 21 acres. The park offers a variety of facilities, including a community center, baseball diamonds, par-fitness course, play equipment, and picnicking area.

Neighborhood Parks are typically smaller in size than community parks, ideally covering 15+ acres. The park serves the immediate neighborhood within one-fourth to one-half miles. These parks typically



**Figure COER-1
Recreation Facilities**

**TABLE COER-1
PARK STANDARDS**

Type of Park	Use	Service Area	Desirable Size	Desirable Site Characteristics
Neighborhood Park/Playground	Area for intense recreational activities, such as field games, court games, crafts playground apparatus area, skating, picnicking, wading pools, etc.	1/4 to 1/2-mile radius to serve a population up to 5,000 (a neighborhood)	15 + acres	Suited for intense development. Easily accessible to neighborhood population — geographically centered with safe walking and bike access. May be developed as a school-park facility.
Community Park	Area of diverse environmental quality. May include areas suited for intense recreational facilities, such as athletic complexes, large swimming pools. May be an area of natural quality for outdoor recreation, such as walking, viewing, sitting, picnicking. May be any combination of the above, depending upon site suitability and community need.	Several neighborhoods. 1 to 2 mile radius.	25 + acres	May include natural features, such as water bodies, and areas suited for intense development. Easily accessible to the neighborhood served.
Linear Park	Area developed for one or more varying modes of recreational travel, such as hiking, biking, snowmobiling, horseback riding, cross-country skiing, canoeing and pleasure driving. May include active play areas.	No applicable standard	Variable	Built of natural corridors, such as utility rights-of-ways, bluff lines, vegetation patterns, and roads, that link other components of the recreation system or community facilities. Such as school, libraries, commercial areas, and other park areas.
Special Use	Areas for specialized or single purpose recreational activities, such as golf courses, nature centers, marinas, zoos, conservatories, arboreta, display gardens, arenas, outdoor theaters, gun ranges, or downhill ski areas, or areas that preserve, maintain, and interpret buildings, sites and objects of archaeological significance. Also plazas or squares in or near commercial centers, boulevards, parkways.	No applicable standard.	Variable	Within communities.

Source: Recreation, Park and Open Space Standards and Guidelines, National Recreation and Park Association, 1983.

include areas for intense recreation, such as play fields and courts.

Bolker and Moranda Parks are both small neighborhood parks, encompassing four and eight acres respectively. Table COER-2 outlines the facilities available at the City's neighborhood parks.

Linear parks are designed for recreational travel. These parks may include trails for hiking, biking, snowmobiling, horseback riding, or cross-country skiing.

The Bubbling Springs Recreation Corridor contains a shared bicycle and pedestrian path which runs along the course of the Bubbling Springs Waterway. The corridor links Bubbling Springs, Moranda, and Hueneme Beach Parks. The trail is utilized for jogging, walking, and bicycling.

Special use parks are areas for specialized or single-purpose recreational activities. Hueneme Park, the largest park in Port Hueneme, covers 50 acres which includes the beach and a 1,240 foot fishing pier. Sport fishing is a favorite on the pier and picnicking/barbecuing on the beach. Sand volleyball courts are also available on the beach. (See the Safety Element for policies to ensure continued safety at Hueneme Park and the ocean).

Dewar Park located between Market and Scott Streets encompasses less than 1/4 acre of land. The park contains benches providing residents a place to sit and relax.

School sites can offer additional acreage for recreational purposes. There are four elementary school sites within the City boundary, each of which may have potential for some shared recreational use by City residents outside of school hours.

PARK SITES	Acres	Facilities											
		Picnic Tables & Barbeques	Play Equipment	Half-Court Basketball Court	PAR-Fitness Course	Little League Diamonds	Little League T-ball Field	Community Center	Bike Path	Softball Fields	Tennis Courts	Horseshoe Pits	Volleyball Courts
Bolker Park	4	X	X	X	X								
Bubbling Springs Park	21	X	X		X	X	X	X	X				
Moranda Park	8									X	X	X	X
Hueneme Beach Park	50	X	X						X			X	
Bubbling Springs Recreation Corridor	7								X				
Dewar Park *	0.12												
Total	90.12												

*NOTE: Dewar Park is a passive recreational facility



**Table COER-2
Park Facilities**

- **Sunkist School**, located at the intersection of Teakwood Street and Ventura Road, occupies a site of 10 acres of which about half is developed. The remainder is used for play areas.
- **Parkview School**, located at Bard Road and Sixth Place, occupies a site of 9.7 acres. About half is developed and the remainder has playground equipment and two baseball diamonds which are somewhat outdated. The location of this site, in close proximity to Bubbling Springs Park, makes joint use a particularly desirable option.
- **Bard School**, is located on the south side of Pleasant Valley Road to the west of Florence Avenue. The school site comprises 10 acres of which about half are developed. There was at one time a Joint Powers Agreement between the City and the School District regarding the use of the Bard School site for parking for the adjacent Athletic Center/Boys and Girls Club.
- **Hueneme School** is located at the intersection of Ventura Road and Clara Street. With 6.4 acres this site is probably constrained in terms of new uses. However, the play areas include a number of active recreation facilities such as basketball courts which are somewhat outdated. There may be some mutual benefit in the sharing of improvement costs in return for shared use.

Preliminary contact with the School District indicates a favorable disposition on their part for the formation of future joint use agreements.

The *Port Hueneme Community Center* adjacent the Bubbling Springs Recreation Corridor in eastern Port Hueneme contains a variety of facilities. The Center's largest facility is an auditorium with a stage and seating capacity of 350. Other facilities include two meeting rooms, two kitchens, a senior citizen's room with adjacent kitchen, a staff office, and rest rooms.

The *Athletic Center/Boy's and Girl's Club* is located in the eastern portion of Port Hueneme adjacent Bard Elementary School. The facility was constructed under a joint powers agreement between the City and Port Hueneme Boys' and Girls' Club for shared use and operation/maintenance of the facility. As a result, the facility provides a number of programs catered to youth ages 7-17 years.

The facility contains an indoor gymnasium for basketball and volleyball, weight room, racquetball/handball court, sauna, locker-rooms, games room, workshop, library/meeting room, kitchen, offices and rest rooms.

The *Dorill B. Wright Cultural Center* is located in the southern portion of the community near the Bubbling Springs Recreation Corridor. The Center includes a theatre, multipurpose areas, support facilities, and an outdoor patio area. The theatre can accommodate an audience of up to 564 people with the arrangement of fixed and moveable seating. Multipurpose areas are designed for banquets, conferences, and all types of meetings, and support facilities include a catering kitchen, dressing rooms, and a "green room".

The *Naval Construction Battalion Center (CBC)* encompasses over 57 percent of the City's land and employs over 13,000 employees earning the facility's reputation as the single most significant enterprise within Port Hueneme. The CBC contains an extensive array of recreational amenities ranging from softball fields through to more unusual facilities such as a roller skating rink. The range of facilities available includes:

- Softball fields (2);
- Tennis courts;
- Golf course - presently nine holes, being extended to eighteen holes at present;
- Swimming pool;
- Gymnasium;
- Roller skating rink;

- Bowling alley;
- Youth recreation center for 6 to 18 year olds;
- Community recreation center;
- Theater
- Library;
- Arts and crafts center;
- Hobby shops;
- Child care facility

At present, access to these facilities on a regular basis is limited to active duty military personnel and their dependents, retired military personnel, and Department of Defense civilian employees and their dependents. In addition to the annual SeaBee day, on which the base opens for general public visitation, the only current nonmilitary service related use of recreation facilities are golf tournaments open to public and military personnel participants, and use of softball facilities by some youths from the surrounding area who are admitted in order to make up sufficient numbers for Navy to operate a Youth Baseball League.

Private Recreation Facilities are included in a number of the City's large private residential communities concentrated in particular in the northern area and along the oceanfront. Nearly all of them provide some level of recreational facilities often including tennis courts and a small swimming pool. One of the condominium developments - Hueneme Bay - has a nine-hole putting course and a recreation building including a large swimming pool.

In addition to the residential developments' recreation facilities, there are a few commercial businesses in the City, such as the Channel Islands Athletic Club, which extend the range and availability of recreational opportunity in the City. The most significant feature of all the private recreational facilities in the City is that they cater primarily for adult recreational use. The two types of recreational activity least served by private recreation are children and family oriented

activities, and group activities - particularly popular active sports activities.

Service organizations, such as the Women's Club and Veterans of Foreign Wars, also have meeting facilities that may be utilized by the public. These facilities offer community residents alternative locations to host meetings, receptions, and public affairs.

Although private recreation facilities cannot displace the need for public parks and recreation facilities, they clearly do contribute to the overall recreational opportunity in the City. In particular, the high number of tennis courts within residential complexes seems to ensure that additional public courts beyond those already in existence at Moranda Park are not necessary.

Evaluation of Existing Conditions: Port Hueneme's recreation facilities offer the community's residents diverse recreational opportunities. One measure to evaluate a park system is to examine the amount of parkland per 1000 residents (See Table COER-3) The City contains approximately 90 acres of local parkland which allows the community to well satisfy a standard of three acres of local parkland per 1000 residents.

**TABLE COER-3
EXISTING PARK ACREAGE***

Acreage Required		Existing Parkland	Surplus/ Shortfall
Population	3 Acres/1000		
20,319	61 acres	90 acres	+ 29 acres

- * Population figures include base resident population; however, existing parkland acreage does not include on-base parkland.

In addition, park land is fairly well distributed throughout the City (See Figure COER-2). Each park classification has a related service area based on the size of the park, 1 1/2 mile radius for a community park and 1/4 mile radius for a neighborhood park. According to these standards, almost all of Port Hueneme's residential neighborhoods are well served by parkland. However, some of the City's northern neighborhoods are not included within a parks service area.

Financial Resources: Funding sources for public recreation facilities, programs, or services are limited within most communities including Port Hueneme. Concurrently, many improvements identified within the Master Plan require large financial expenditures. The Draft Parks and Recreation Master Plan, 1990, identified \$3,002,600 in capital expenditures needed for parks and cultural facilities between 1990 and 2000. Yearly operation and maintenance costs are estimated in the same plan at approximately \$1,680,000. The dilemma is to provide adequate recreational facilities with limited funds.

Long-Term Maintenance and Operation: Financial and organizational concerns arise as facilities age. Without adequate upkeep, new facilities require extensive repairs. However, a high quality maintenance program requires substantial financial and organizational support. Provisions to maintain and operate recreational sites needs to be addressed.

Surrounding Jurisdictions: Public recreation does not conform to political boundaries. All park facilities belong to the people of California and efforts to restrict access have been uniformly defeated. Consequently, the attraction capability of a specific activity or resource becomes the dominating factor that dictates demand and attendance.

Residents in Port Hueneme can attend events hosted by the City of Oxnard and vice versa. However, the

use of facilities and services by residents outside the community can contribute to over-crowding and use. However, the proper joint use of facilities and services can expand recreational opportunities for both communities.

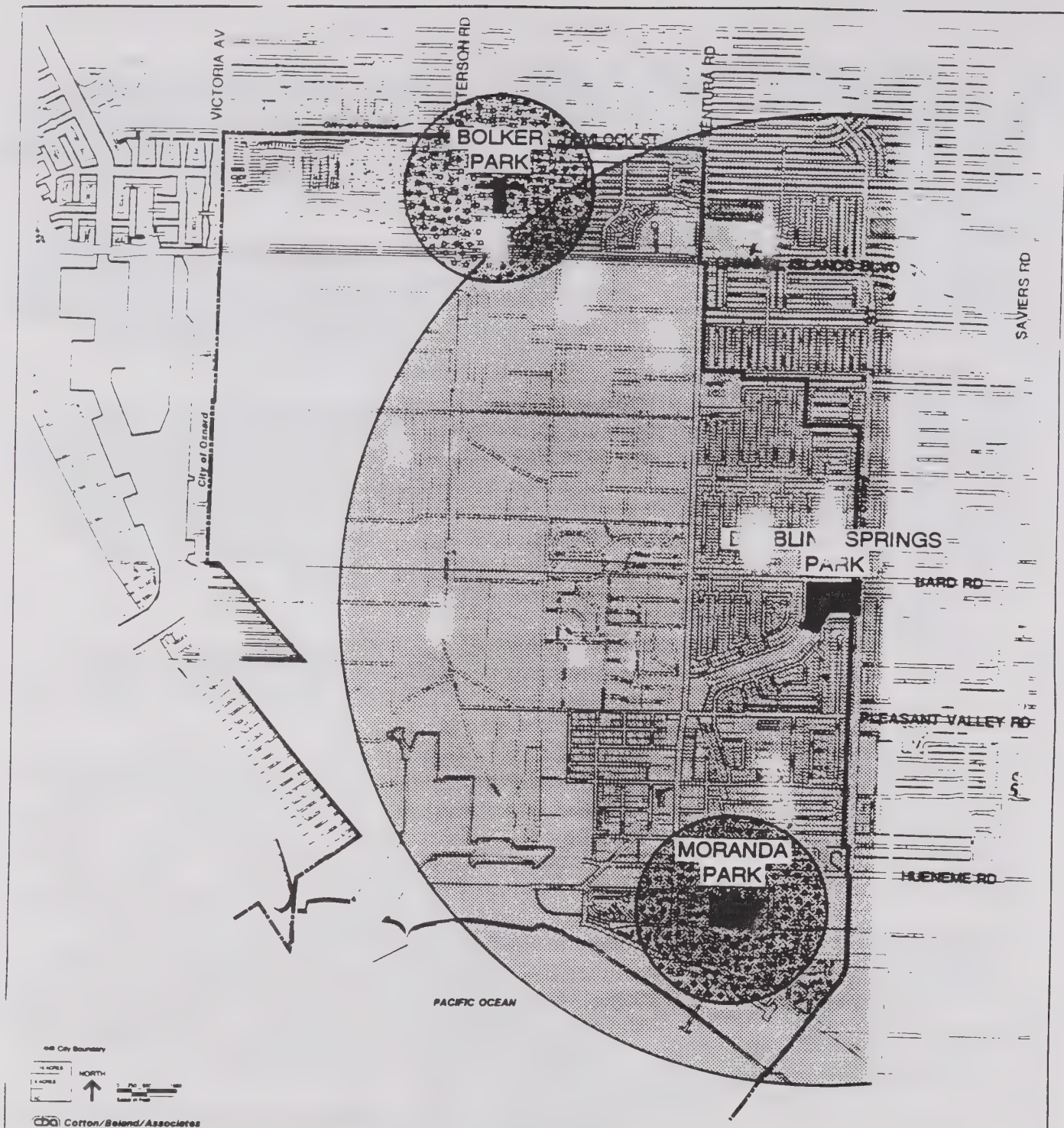
Child Care Needs: Women have historically been the primary caretakers of children in U.S. society. This precedent has radically changed during the past three decades. Today, both parents typically work to financially support the family.

Both parents or a single mother/father working has created a number of new family issues, with child care being one of the most pressing. Limited options and the high cost of child care have created a serious problem. As a result, local parks and recreation facilities are increasingly becoming afternoon babysitters for many children.

Water Resources: The Water Resources section is comprised of both a discussion of water courses and water supply.

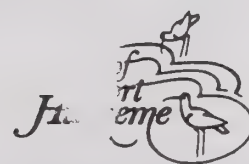
Water Courses: The five water courses that traverse the City of Port Hueneme are illustrated in Figure COER-3. The most notable water course in the City, Bubbling Springs Creek, begins on the City's eastern border and empties into the Ocean. A recreation corridor adjacent the Bubbling Springs Creek connects three parks and provides public access to the Hueneme Beach Park. The remaining five water courses include four improved channels located on J Street, Channel Island Boulevard, Patterson Road and Ventura Road; and an approximately 2000-foot ditch on the Navy Construction Battalion Center.

Water Supply: Port Hueneme's potable water is supplied by the United Water Conservation District, which currently (1992) obtains all of its water from groundwater supplies. In previous years, the water district has utilized imported water supplies.



NOTE: Service areas are based strictly on park acreage totals and other amenities at individual park sites may attract additional individuals to the site. As a result, the service area for Moranda Park may be actually larger than graphically depicted.

SOURCE: Cotton/Beland/Associates, Inc.



**Figure COER-2
Distribution of Park Land**

In 1991, Port Hueneme utilized 2,683 acre feet of water. Annual allocations from the United Water Conservation District to the City are approximately 3,500 acre-feet. Additionally, the City has purchased additional water rights for future development in the City.

At the present time, no reclaimed water is available to the City. Reclaimed water can be used for irrigation of street medians and other public landscaping. The possibility of providing reclaimed water to the City is under study. Reclaimed water would originate from the Oxnard Wastewater Treatment Plant.

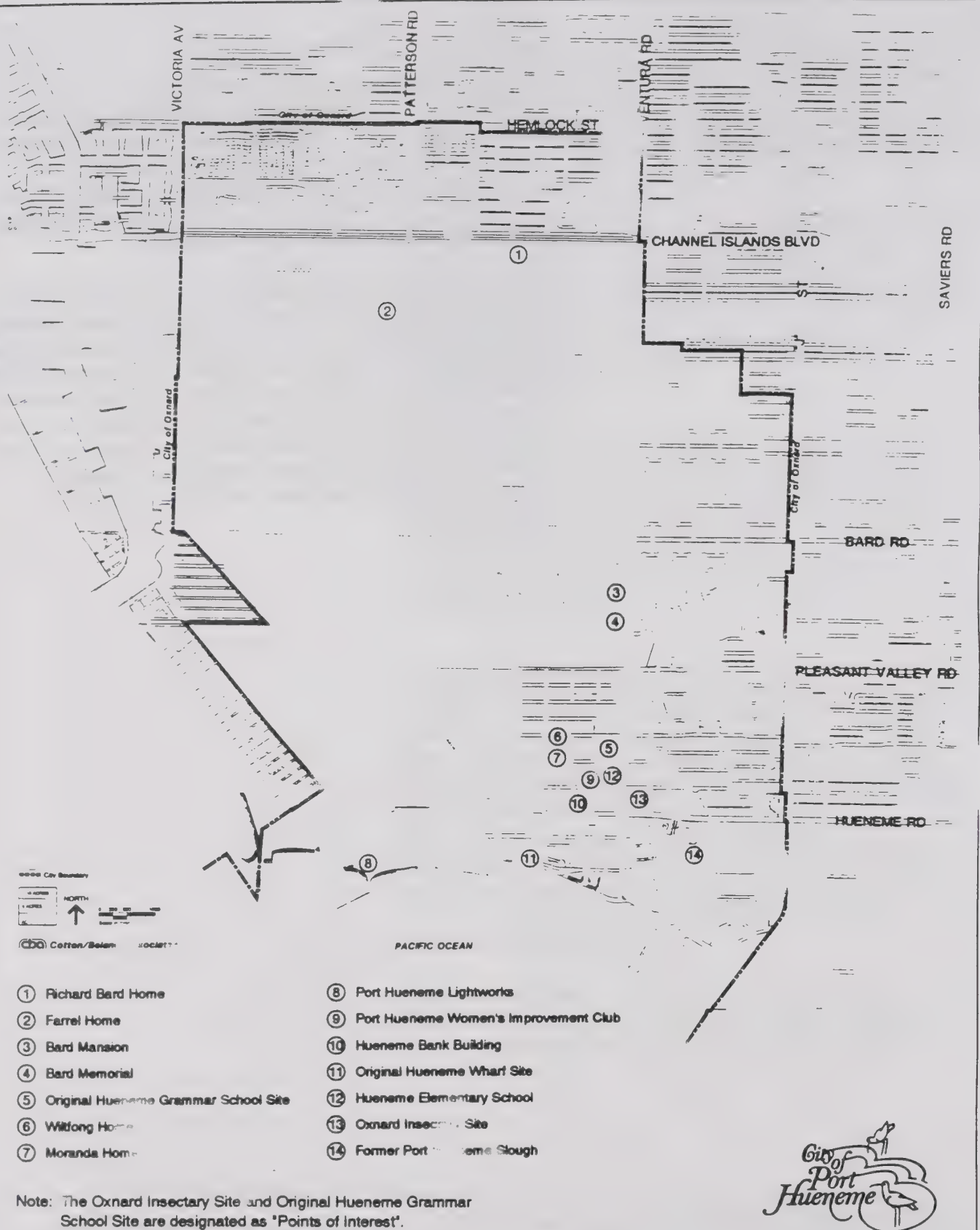
Energy Resources: Conventional energy sources, especially fossil fuels, are limited. These resources shared by very large geographic populations place enormous demands on energy sources. Conservation of these resources and development of alternative energy forms is important to the country's future environmental quality.

Solid Waste Management: Rapidly diminishing land fill space is one of California's most pressing current problems. AB 939, enacted by the State legislature in 1989, mandates source reduction of solid wastes to prolong the life of existing landfills. The law requires each jurisdiction to prepare a comprehensive solid waste reduction plan. The plan compels the jurisdiction to reduce solid waste 25 percent by 1995 and 50 percent by 2000. The plan must incorporate a number of methods including source reduction, recycling, and composting.

Mineral Resources: According to the California Division of Mines and Geology, no mineral deposits are known to exist in the City of Port Hueneme.

Cultural Resources: Cultural resources in a community can encompass many things, including archaeological sites and artifacts, fossils and historic structures or places. No paleontological or archaeological resources are known to exist in Port Hueneme. As a result, this section focuses on historic structures and places in the community.

Ventura County recognizes fourteen historic sites in Port Hueneme, two of which, the "Hueneme Women's Improvement Club" and the "Thomas Bard Estate" are also listed on the National Register of Historic Places (see Figure 4). All sites are designated as historical landmarks, except the Oxnard Insectary and Original Hueneme Grammar School Site, which are considered "points of interest" (sites designated as "points of interest" are historical sites where the structure has been removed).



**Figure COER-4
Historical Landmarks**

SOURCE: City of Port Hueneme. April, 1992

*Conservation/
Open Space/
Environmental
Resources Element
Goals and Policies*

GOAL 1: PROTECT THE REMAINING NATIVE AND NON-NATIVE PLANT AND ANIMAL SPECIES IN THE CITY.

Policy 1-1: Coordinate with state and federal agencies to recognize sensitive coastal habitat utilized by wildlife, including the California brown pelican, western snowy plover and the California least tern.

Policy 1-2: Consider marine resources in coordination with state and federal agencies.

Policy 1-3: Maintain non-native plants utilized in landscaping throughout the City.

Policy 1-4: Conserve marine and animal/plant life in the Bubbling Springs Recreation Corridor.

GOAL 2: PRESERVE REMAINING OPEN SPACE AREAS AND MAINTAIN RECREATIONAL FACILITIES.

Policy 2-1: Protect prominent public view corridors in Port Hueneme.

Policy 2-2: Continue to provide public access to the Hueneme Beach Park.

Policy 2-3: Pursue the development of a bike/pedestrian path along the beach to the view point/lighthouse at the port entry.

GOAL 3: PLAN FOR, DEVELOP, AND MAINTAIN A SYSTEM OF LOCAL PARKS AND RECREATION FACILITIES, AND PARKS-RELATED COMMUNITY SERVICE FACILITIES WHICH MEET THE NEEDS OF THE RESIDENTS OF PORT HUENEME.

Policy 3-1: Maintain a phasing plan prioritizing the schedule for parks and recreation facilities development.

Policy 3-2: Where appropriate, ensure public involvement in parks planning and design to facilitate implementation of a program meeting community needs.

Policy 3-3: Conduct a periodic update of the recreation and community services needs analysis.

Policy 3-4: Monitor usage of public recreation facilities to ensure appropriate and adequate provision of a range of recreation opportunities.

Policy 3-5: Prepare a prioritized phasing plan outlining the significant maintenance operations to community facilities, including upgrading of the Community Center, renovations to the Cultural Center, repairs to the Boys and Girls Club and repairs to any new facilities such as daycare facilities.

Policy 3-6: Monitor parks maintenance in the light of development of new technology and management techniques, and assessing the cost effectiveness of in-house as opposed to contracted work crews.

Policy 3-7: Monitor and implement as appropriate the development of water saving technology and management practices.

Policy 3-8: Establish a monitoring program to ensure efficient irrigation and fertilization schedules.

Policy 3-9: Establish a tree pruning/removal/replanting program.

Policy 3-10: Ensure adequate access for handicapped persons to parks and recreation facilities as specified by the American Disabilities Act.

Policy 3-11: Maintain the Bubbling Springs Recreational Corridor for bicycle and pedestrian use serving both recreational and non-vehicular circulation needs.

Policy 3-12: Consider acquisition of a mobile recreation unit, such as a delivery van which would be equipped with recreation equipment to visit any of the City's park sites offering recreational programs without incurring permanent facility costs.

Policy 3-13: Develop, on an ongoing basis, cooperative ties with any relevant agencies for the future joint operation of recreation and community service facilities and programs, including the School District and the Navy.

Policy 3-14: Coordinate with surrounding jurisdictions, such as the City of Oxnard, to provide a balanced recreation system.

Policy 3-15: Study the extent of park use by non-City residents.

Policy 3-16: Contact the City of Oxnard to study the feasibility of linking Port Hueneme and Oxnard's bicycle trails.

Policy 3-17: Conduct regular maintenance inspections of facilities to preserve resources and ensure high quality recreation opportunities for residents. (See the Safety Element for safety measures regarding public parks).

GOAL 4: OPERATE AND MAKE AVAILABLE TO THE RESIDENTS OF PORT HUENEME A VARIETY OF RECREATION AND COMMUNITY SERVICE PROGRAMS WHICH MEET THE NEEDS OF ALL SECTIONS OF THE CITY'S POPULATION.

Policy 4-1: As financially feasible, operate a range of recreational, educational, cultural, and leisure programs on a year round basis, charging registration fees to help cover operating costs.

Policy 4-2: Establish community partnerships for setting up and running programs with groups such as the Boys and Girls Club, the Little League, and the School District.

Policy 4-3: Monitor usage of public recreation programs to ensure appropriate and adequate provision of a range of recreation opportunities.

Policy 4-4: Collaborate with the Port Hueneme School District in order to establish joint operation of programs, where appropriate.

Policy 4-5: Continue to support nonprofit organizations, such as the Little League, in their efforts to provide recreation related activities in the City.

Policy 4-6: Negotiate with private landholders to establish a cost effective provision of community gardening as an interim use on private land awaiting future development.

Policy 4-7: Provide a range of seniors' programs which respond to the specific needs identified in the City of Port Hueneme Senior Citizen Public Opinion Survey. Periodically update the needs analysis in order to anticipate changing needs.

Policy 4-8: Publicize the available programs seasonally in a Recreation Department brochure. The Recreation Department should supply copies of this brochure to the Navy for distribution on the Naval Reservation.

Policy 4-9: Place the City on program of California Volleyball Association Amateur Tour.

Policy 4-10: Consider purchasing a mobile recreation unit which can visit park sites on a scheduled basis, offering outdoor classes and recreation programs. Scheduling the unit to visit Bolker Park on a regular basis will be an important issue in revitalizing regular public use of the park.

Policy 4-11: Consider establishment of an Art in Public Places Program centered on the Cultural Center.

GOAL 5: ESTABLISH EQUITABLE AND REALISTIC METHODS OF FINANCING AND IMPLEMENTATION OF ACQUISITION, DEVELOPMENT, IMPROVEMENT, OPERATION, AND MAINTENANCE OF PARKS AND RECREATION OPPORTUNITIES.

Policy 5-1: Monitor on an annual basis the achievement of the site-specific facility and program improvements. Revise the associated phasing and prioritization in the light of improvements achieved to date, current availability of financing, and the changing recreational needs context.

Policy 5-2: Continue monitoring of funding opportunities from federal, state and local agencies.

Policy 5-3: Consider adoption of a Citywide "Public Facilities Fee", which would require all private developments (residential, commercial, and industrial) to pay developer fees for parks and other City capital improvements. This is a more ambitious approach than the Quimby ordinance and would support a capital improvements program of which parks needs would be one portion.

Policy 5-4: Strengthen the partnership between the City and School District through joint use agreements for capital improvements and programs at adjoining parks and school recreation facilities.

Policy 5-5: Create a consolidated "Events Fund" as a new subset of the Parks and Recreation Budget so that the staff has the capacity to "front end" the important recurring community events, such as Harbor Days, etc. Such a fund should also be able to receive donations, payments, and cost recovery fee receipts from the several community and corporate entities with which the City "Partners" for the events.

Policy 5-6: Explore and develop an agreement between the City and the Navy CBC to allow public access to appropriate Navy recreational facilities subject to security and other restrictions.

Policy 5-7: As appropriate, establish a "Parks Enterprise Fund", development of specific public recreation facilities designed to cover costs as well as return earnings to an enterprise fund, which would help offset City annual appropriations for parks and recreation operations.

Policy 5-8: Establish a separate budget and funding/contributions/contract support entity for the Cultural Center. This would stimulate greater marketing effort, the potential for achieving costs recovery, and the possibility of gaining corporate support for program and performance offerings. The Cultural Center would be a single "enterprise."

Policy 5-9: Consider attempting to establish a Citywide Community Facilities District (Mello-Roos), an assessment district. This would require a vote of the electorate.

Policy 5-10: Review Parks/Recreation lease contracts and concessionaire agreements, with policy framework to increase City revenues towards cost recovery goals. Some current arrangements appear to be performing at lower than reasonable current practice elsewhere.

GOAL 6: DEVELOP A COMPREHENSIVE CHILD CARE DELIVERY SYSTEM IN PORT HUENEME.

Policy 6.1: Create a community-wide child care task force (or council) to study the development of child care programs, to fill service gaps, increase program effectiveness, improve service accessibility, and maximize all available resources in the community.

Policy 6.2: Create a joint public/private child care master plan that will coordinate a range of services for children and their families, in conjunction with local agencies and groups.

Policy 6.3: Assist Child Development Resources (CDR) of Ventura County, Inc. in networking, referral and coordination of services to Port Hueneme.

Policy 6.4: Review unused public and private facilities in the city for potential renovation as child care sites.

Policy 6.5: Establish a Child Care Trust Fund under the direction of the Child Care Task Force with an emphasis on fund raising for capital projects and development of seed money for new programs.

Policy 6.6: Assist businesses in the development of child care benefit programs and post partem parent leave policies.

Policy 6.7: Encourage existing providers to open their programs to special needs enrollees and develop options for special needs training.

GOAL 7: PRESERVE EXISTING WATER RESOURCES.

Policy 7-1: Coordinate with the Fox Canyon Ground Water Management Agency to preserve groundwater supplies.

Policy 7-2: Implement water conservation measures to reduce water consumption in accordance with the Ordinance 5, established by the Fox Canyon Ground Water Management Agency.

Policy 7-3: Continue to pursue strategies outlined in the City's Urban Water Management Plan to reduce water consumption.

Policy 7-4: Require developers to install ultra-low flow plumbing fixtures in all new developments.

Policy 7-5: Continue to require in-lieu fee contributions from new construction to finance Ultra-low Flow Retrofit Rebate Program.

Policy 7-6: Support the study of reclaimed water for non-potable water supplies in the City.

Policy 7-7: Implement the City's Landscape Design Guidelines to encourage the development of water efficient landscaping.

Policy 7-8: Protect and enhance natural qualities of riparian habitat (i.e. Bubbling Springs Creek).

Policy 7-9: Pursue negotiations with the Leguas Municipal Water District and Metropolitan Water District of Southern California regarding possible annexation of the City to these districts.

GOAL 8: CONSERVE ENERGY RESOURCES THROUGH THE USE OF AVAILABLE TECHNOLOGY AND CONSERVATION PRACTICES.

Policy 8-1: Encourage innovative site planning and building designs that minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.

Policy 8-2: Encourage new development and existing structures to install energy saving features.

GOAL 9: REDUCE SOLID WASTE PRODUCED IN PORT HUENEME.

Policy 9-1: Develop and implement integrated source reduction and recycling programs to achieve a 25% reduction of disposed waste by 1995 and a 50% reduction by 2000.

Policy 9-2: Influence product and packaging designers and manufacturers to create products or packaging that utilize less materials and are recyclable.

Policy 9-3: Influence target consumers and generators, such as individuals, institutions, and businesses, to use recyclable goods, to buy goods that utilize less packaging, to reduce the amount of yard waste generated, and to increase backyard composting.

Policy 9-4: Pace the collection and processing of recyclable goods not to exceed market capacity and to meet the quality requirements of end use markets.

Policy 9-5: Research and identify existing and potential markets that utilize compost.

Policy 9-6: Explore marketing alternatives for compost products and secure long range compost markets, if possible.

Policy 9-7: Insure public oversight and control of compost programs, operations, and facilities.

Policy 9-8: Develop a reliable means of quantifying compost diversion.

Policy 9-9: Increase knowledge of solid waste issue through formal education programs thereby influencing student's long-term attitudes, values, and actions in the home and through student awareness and involvement.

Policy 9-10: Increase overall public awareness of solid waste issues through media intervention in order to influence attitudes and values towards resource use, reuse, and waste reduction.

Policy 9-11: Minimize misconceptions and negative attitudes surrounding waste reduction and related environmental issues, thereby promoting support for reduction programs.

GOAL 10: MAINTAIN AND ENHANCE THE CITY'S HISTORICALLY SIGNIFICANT SITES OR STRUCTURES.

Policy 10-1: Identify, designate, and protect facilities of historical significance.

Policy 10-2: Retain and protect significant areas of historical value for education and scientific purposes.

Policy 10-3: Development adjacent to a place or structure found to be of historic significance should be designed so that the use and architectural design will protect the visual setting of the historical site.

Policy 10-4: Support the Ventura County Cultural Heritage Board in identifying and preserving Ventura County's heritage.

Policy 10-5: Require mitigation measures to protect archaeological or paleontological resources in the event that new resources are discovered.

*The
Conservation/
Open Space/
Environmental
Resources Plan*

Biological Resources: Port Hueneme's biological resources primarily include ornamentals utilized for landscaping purposes. The City will implement its Landscape Design Guidelines to promote the development of water efficient landscaping.

Ormond Beach, located to the south of Port Hueneme, is known to contain a number of state and federally listed endangered species. New developments occurring on Port Hueneme's coast may increase human activity in the area and disturb wildlife in the adjacent wetlands. In addition, some species of birds including the California brown pelican and California least tern may utilize Port Hueneme's beach for feeding. The City will coordinate with appropriate agencies to protect these areas with the objective of accommodating public access recreation, and environmental protection.

Open Space/Recreational Resources: In Port Hueneme, few remaining acreages of vacant land are available for parks and, as a result, the possibility of new parks being built is unlikely. However, the community's population will continue to grow as Port Hueneme approaches build out.

**TABLE COER-4
FUTURE PARK ACREAGE NEEDS**

Year	Population	Acreage Required	Available Park Acreage	Surplus/ Shortfall of Acreage
1992	20,319	61 acres	90 acres	+ 29
Build-Out (2010)	24,293	73 acres	90 acres	+ 17

Coordination and Cooperation: With limited opportunities for expansion of recreation opportunities in Port Hueneme, coordination with the school district and Construction Battalion Center (CBC) could provide additional recreation resources to the public. This Element's policies call for coordination with both the school district and CBC. According to the Parks and Recreation Master Plan (1999), the school district and CBC indicate an interest in the formation of future joint use agreements. However, the CBC stated that Navy personnel will obviously continue to have the top priority, service to civilian employees of the Base coming next, and the general public use to be considered only where the two prior categories leave gaps in facility use patterns.

Financial Resources: Funds for park development are limited and financing mechanisms for future facilities, programs, and maintenance must be explored. Financing options to investigate include a Mello-Roos District, Public Facilities Fee, Park Enterprise Fund, and Events Fund. (See the goals and policies section of this element for further explanation of these financing mechanisms.)

Long Term Maintenance and Operation: The City of Port Hueneme Department of Recreation and Community Services continues to explore various options to insure the continuous maintenance and operation of park facilities. The City will identify and pursue agreements with service organizations, businesses, and clubs to provide the manpower for park operation and maintenance. To ensure that proper maintenance is occurring, the City will conduct regular inspections of park facilities.

Water: The City of Port Hueneme reinstated a voluntary water conservation program in 1990. This program is still in effect; since 1991, this program has resulted in a 24 percent reduction in domestic water consumption. Additionally, the City has adopted a retrofit program requiring a zero net increase in water

use for all new residential, commercial, and industrial projects.

In 1990, the Fox Canyon Groundwater Management Agency (GWMA) adopted Ordinance 5 to preserve the area's groundwater supplies. Ordinance 5 establishes a formula to reduce water consumption in 5% increments. (See Table COER-5) Each 5% reduction is calculated from the user's base year water consumption which is the average water usage by that particular user between 1985 and 1989.

**TABLE COER-5
WATER REDUCTION REQUIREMENTS**

Year	Percent Reduction Requirements
1992	5%
1995	10%
2000	15%
2005	20%
2010	25%

Like all jurisdictions extracting water from groundwater resources within GWMA's jurisdiction, Port Hueneme is required to limit its water usage. The United Water Conservation District (UWCD), which provides water to Port Hueneme, has a base year consumption rate of 3,600 acre feet. According to the target dates, the following water consumption reduction schedule will be required:

**TABLE COER-6
UNITED WATER CONSERVATION
DISTRICT WATER ALLOCATIONS
WITH MANDATORY REDUCTION**

Year	Future Water Allocations With Mandatory Water Reductions	Percent Reduction
1992	3,420 acre feet	5%
1995	3,240 acre feet	10%
2000	3,060 acre feet	15%
2005	2,880 acre feet	20%
2010	2,700 acre feet	25%

* Reduction each year is calculated from the base year consumption rate of 3,600 acre feet.

The voluntary water conservation and retrofit programs have helped Port Hueneme to reduce their water consumption. The City must continue to conserve water and coordinate with the GWMA and UWCD to create new programs to meet the year 2010 reduction goal.

The City is considering saving additional water resources through a Water Meter Program. The Program would charge individual users additional monies for water usage.

Energy: The Land Use and Housing Elements and the Air Quality Sub- element all contain goals and policies to create a jobs/housing balance. This Element intends to conserve energy resources, such as fossil fuels, through a jobs/housing balance, thereby reducing the number of home to work trips. The city will also require that new developments utilize energy saving devices and that existing structures be retrofitted to conserve energy.

Solid Waste Management: In November 1991, the City of Port Hueneme completed a Source Reduction and Recycling Element (SRRE) to fulfill the requirements of Assembly Bill 939 (AB 939). AB 939 requires that each jurisdiction outline how they will meet the mandatory waste reduction goals.

The SRRE is comprised of five components or strategies to reduce waste, including source reduction, recycling, composting, special waste, and education/public information. These components outline how Port Hueneme will reduce landfill waste 25% by 1995 and 50% by 2000.

The *Source Reduction Component* involves a variety of programs to reduce waste. Six informal programs already exist in rudimentary form and are being implemented. For example, the local government non-procurement policies encourages double sided copying, and the use of durable mugs, and the reduced toxins program substitutes benign substances for toxic substances utilized by the City's Equipment Maintenance personnel. Other non-government sponsored programs include thrift store diversion, cloth diaper services, and collection and distribution of surplus or dated food products. New programs the City will pursue include technical assistance to businesses, reuse of asphalt, government procurement policy, on-site composting, and advocacy for proposed state or federal legislation to encourage source reduction or recycling.

The *Recycling Component* has already been successful. In 1990, approximately 6,430 tons or 20% of the 31,546 tons of solid waste generated was recycled. The City will rely on the maintenance of activities such as buy-back and special materials collections to meet the 1995 mandates. The 50% waste reduction goal will be satisfied by creating recycling drop off centers for multi-family and mobile homes, drop off centers at school sites, and newspaper drop off centers. In addition, the City is interested in assisting

the Construction Battalion Center curbside recycling and drop off programs.

The *Composting Component* is anticipated to achieve a 14-16% diversion for the City by the year 2000. Separate yard/wood waste drop-off centers and curbside collection of yard and food wastes are the primary programs pursued to reduce waste. These products may be delivered to a regional composting facility serving Port Hueneme, Oxnard, Ventura and possibly Santa Paula and Fillmore.

The *Special Waste Component* focuses on sewage sludge. The City of Oxnard Wastewater Treatment Plant handles all wastewater from Port Hueneme. Two strategies are considered to reduce sewage sludge, including: 1) The City will continue to maximize the potential for chemical fixation of sludge, exploring the potential for markets in conjunction with the contractor, and 2) Sewage sludge may be incorporated into a regional or subregional composting operation.

Lastly, the Education and Public Information Component outlines a number of approaches for educating the public regarding methods of waste reduction and recycling. The component targets three populations: residential-youth, residential-adult, and commercial sector. Formal education alternatives have been selected for educating youth; while broader public education/information activities are targeted for both the residential-adult and commercial sectors.

Cultural Heritage: Preserving Port Hueneme's heritage may be partially attained by protecting community historical sites. One mechanism to achieve this goal is through the Ventura County Cultural Heritage Ordinance. The Ordinance requires that any site recognized by the Cultural Heritage Board as a historical landmark or "point of interest" must obtain a Certificate of Appropriateness if the proposed action would adversely affect the historical significance of the County landmark, not be

compatible with the use and/or exterior of the County landmark or remove or demolish a landmark that is significant to the County's history. If the request for a Certificate of Appropriateness is rejected by the Cultural Heritage Board, the property owner shall be prohibited from taking action for 180 days, so that the site may be recorded through photographs/written accounts for historical records.

AIR QUALITY SUB-ELEMENT

Introduction

Port Hueneme is part of the South Central Air Basin, which includes Ventura, Santa Barbara, and San Luis Obispo Counties. The Ventura County Air Pollution Control District's (VCAPCD) jurisdiction encompasses only Ventura County.

Purpose: While air quality has not yet been made a mandatory General Plan element by the State, air pollution conditions are increasingly being recognized as an important issue. Port Hueneme has created an Air Quality Sub-element to address the upcoming issues confronting the community.

The purpose of the Air Quality Sub-element is to provide guidelines and objectives for the City of Port Hueneme, consistent with the Ventura County Air Quality Management Plan (VCAQMP), to help improve local air quality conditions.

Scope and Content: An Air Quality Sub-element was created to address the issues confronting the community. In addition to the introduction, the Air Quality Sub-element is divided into two sections: Issues Identification and Goals and Policies. Historical climate and air quality levels are examined in the Issues Identification section. Goals and policies are created in consideration of the previously identified issues.

Related Plans and Programs. Air pollution is not limited by jurisdictional boundaries. A number of plans and programs have been created by governmental agencies, especially at the regional level,

to address air quality issues. A synopsis of related plans, programs, and policies follows.

Ventura County 1991 Air Quality Management Plan:

The Air Quality Management Plan establishes policies and programs for Ventura County to attain federal and state air quality standards. A number of stationary and mobile source control measures outline the County's strategy to reduce emissions of reactive organic compounds and nitrogen oxides, the two precursors to ozone. Each control measure has been evaluated for technological feasibility, control efficiency, cost effectiveness, emission reduction potential, enforcement, legal authority, and other environmental effects.

Ventura County Congestion Management Plan (CMP):

The CMP represents an effort to manage traffic congestion by coordinating the many transportation, land use, and air quality programs in Ventura County. The CMP contains a number of projects and programs to improve the County's circulation system, indirectly improving the region's air quality. If a city or the County cannot meet the CMP, they will have to prepare a "deficiency plan" to correct the unacceptable conditions. All the projects and programs in the deficiency plan must be specifically approved by the Air Pollution Control District.

Regional Mobility Plan: The Southern California Association of Governments has created this plan to address transportation issues on a regional basis. The plan includes growth management, demand management, system management, and facilities development strategies to recapture and retain the transportation mobility levels of 1984.

This section discusses relevant air quality issues, including air quality standards, ambient air quality, existing and future emissions, sensitive receptor areas, and air quality management.

Air Quality Standards: The City of Port Hueneme lies within the boundaries of the South Central Air Basin. The South Central Air Basin encompasses Ventura, Santa Barbara, and San Luis Obispo Counties. The City of Port Hueneme is located in the south eastern portion of the Basin.

The topography and climate of Southern California combine to make the basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and prevents pollutants from dispersing upward and allows pollutants to accumulate within the lower layer. This situation is called a temporary inversion. Meanwhile, plentiful sunshine provides the energy to convert oxides of nitrogen and hydrocarbons into ozone and other pollutants. Ultimately, these factors have allowed emissions from a multitude of sources, including factories and motor vehicles, to result in a degradation of the Basin's air quality.

Both the federal and state governments have set health-based ambient air quality standards for the following pollutants: sulfur dioxide, lead, ozone, carbon monoxide, nitrogen dioxide, and PM10 (PM10 refers to fine particles with aerodynamic diameters of 10 micrometers or less). These standards are designed to protect persons from illness or discomfort with a margin of safety. The California standards are more stringent than the federal standards, and with respect to PM10 and sulfur dioxide, far more stringent. California has also set standards for sulfate,

visibility, hydrogen sulfide, and vinyl chloride. Table COER-7 outlines the current federal and state ambient air quality standards.

**TABLE COER-7
AMBIENT AIR QUALITY STANDARDS**

Air Pollutant	State Concentration	Federal	
		Primary	Secondary
Ozone	0.10 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.
Carbon Monoxide	9 ppm, 8-hr. avg. 20 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.
Nitrogen Dioxide	0.25 ppm, 1-hr. avg.	0.05 ppm, annual avg.	0.053 ppm, annual avg.
Sulfur Dioxide	0.05 ppm, 24-hr. avg. with ozone > 0.10 ppm, 1-hr. avg. or TSP > 100 ug/cu. m, 24-hr. avg.	0.03 ppm, annual avg. 0.14 ppm, 24-hr. avg.	0.53 ppm, 3-hr. avg.
PM10 (Particulates of 10 micrometers or less)	30 ug/geometric mean 50 ug/(24-hour average)	50 ug/cu. m, annual geometric mean 150 ug/cu. m, 24-hr. avg.	
Sulfates	25 ug/cu. m, 24-hr. avg.	N/A	N/A
Lead	1.5 ug/cu. m, 30-day avg.	1.5 ug/cu. m, calendar quarter	1.5 ug/cu. m, calendar quarter
Hydrogen Sulfide	0.03 ppm, 1-hr. avg.	N/A	N/A
Vinyl Chloride	0.10 ppm, 24-hr. avg.	N/A	N/A
Visibility Reducing Particles	In sufficient amounts to reduce the prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 observation.	N/A	N/A

Source: South Coast Air Quality Management District

Ambient Air Quality: The Ventura County Air Pollution Control District monitors air quality throughout Ventura County at various monitoring stations. The eight monitoring stations in Ventura County are part of the State and Local Air Monitoring Stations (SLAMS) network which is designed to determine:

- the highest concentrations expected to occur in the area covered by the network;

representative concentrations in areas of high population density;

- the impact of ambient pollution levels of significant sources or source categories; and
- general background concentration levels.

The El Rio and Ventura monitoring stations are the closest stations to Port Hueneme. According to the VCAPCD, the air quality data generated at the Ventura site most accurately represents the pollutants present in Port Hueneme because of its coastal location.

Tables COER-8 and COER-9 identify the number of days ozone and PM10 standards have been exceeded. The state and federal standards for ozone have been consistently exceeded during the past ten years. In addition, particulate matter (PM10) exceeded the state standard a total of 20 days. However, the federal standard for PM10 at the Ventura Main air quality monitoring station has never been exceeded. Although ozone and PM10 levels have exceeded established standards, conditions are generally improving.

**TABLE COER-8
NUMBER OF DAYS EXCEEDING OZONE STANDARDS**

YEAR	FEDERAL	STATE
1980	3	7
1981	3	10
1982	3	7
1983	7	17
1984	3	7
1985	3	7
1986	1	4
1987	4	10
1988	1	5
1989	2	6
1990	0	2

Source: Ventura County Air Pollution Control District, *1991 Air Quality Management Plan*, Appendix M, 1991.

**TABLE COER-9
PARTICULATE MATTER (PM10)**

YEAR	NUMBER OF OBSERVATIONS	NUMBER OF SAMPLES EXCEEDING 50ug/m ³
1988	51	7
1989	59	9
1990	61	4

Note: Measurements are from the Ventura Main Air Quality Monitoring Station. The Federal Standard for PM₁₀ has never been exceeded.

Source: Ventura County Air Pollution Control District, *1991 Air Quality Management Plan*, Appendix M, 1991.

Concentrations of carbon monoxide (CO) occur close to heavily traveled roadways and freeways, particularly at locations where vehicles idle for prolonged periods. Since CO build-up typically occurs at locations where traffic is congested, CO concentrations correlate with levels of service at intersections. Significant concentrations of carbon monoxide may exceed 8-hour standards where an intersection's Level of Service is D or worse. Within the City of Port Hueneme the following five intersections operate at a Level of Service D or worse during the PM peak hour: Channel Islands Boulevard and Ventura Road, Ventura Road and Sunkist Street/U.S.N.B.C., and Bard Road/U.S.N.B.C.

Two other pollutants are monitored extensively throughout the Ventura County Air Basin - nitrogen dioxide and sulfur dioxide. Neither the national or state standards for these two pollutants have been exceeded in Ventura County.

Air Pollution Emissions: Air pollution forms either directly or indirectly from pollutants emitted from a variety of sources. These sources can be natural such as oil seeps, vegetation, or windblown dust. Emissions may also result from combustion, as in automobile engines; from evaporation of organic liquids, such as those used in coating and cleaning processes; or through abrasion, such as from tires on roadways.

Motor vehicles constitute the largest generator of air pollutant emissions in Port Hueneme. Vehicles frequently travel on Channel Islands Boulevard and Ventura Road, resulting in the production of local air pollutant emissions. Stationary sources located inland also diminish air quality within the region as a result of contaminants being transported by wind currents.

Sensitive Receptor Areas: High concentrations of pollutants pose health problems for the general population, particularly young children playing outdoors, the elderly, and the sick. These individuals that are especially vulnerable to air pollution are identified as sensitive receptors. Special consideration needs to be given to the areas where sensitive persons congregate, including schools, medical facilities, and parks.

*Air Quality
Sub-element
Goals and
Policies*

The following goals and policies are intended to improve air quality conditions within the South Central Air Basin through conformance with the Air Quality Management Plan.

GOAL 1: PREVENT DEGRADATION OF REGIONAL AIR QUALITY.

Policy 1-1: Cooperate with the Ventura County Air Pollution Control District in their efforts to implement provisions of the Ventura County Air Quality Management Plan.

GOAL 2: IMPROVE AIR QUALITY BY INFLUENCING TRANSPORTATION CHOICES OF MODE, TIME OF DAY, WHETHER TO TRAVEL, AND TO ESTABLISH A JOBS/HOUSING BALANCE.

Policy 2-1: Reduce the number of home-to-work trips taken in Port Hueneme through promoting rideshare programs.

Policy 2-2: Promote modified work schedules which reduce peak period auto travel.

Policy 2-3: Encourage employers to allow employees to telecommute.

Policy 2-4: Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways, as feasible.

Policy 2-5: Implement Citywide traffic flow improvements outlined in the Circulation Element.

Policy 2-6: Integrate air quality planning with the land use and transportation projects by encouraging the utilization of alternative transportation modes and

by promoting a jobs/housing balance, thereby reducing the number of trips.

Policy 2-7: Implement land use policy contained in the Land Use Element toward the end of achieving jobs/housing balance goals.

Policy 2-8: Promote state and federal legislation which would improve vehicle/transportation technology and cleaner fuels.

GOAL 3: REDUCE EMISSIONS FROM STATIONARY SOURCES TO THE GREATEST EXTENT FEASIBLE.

Policy 3-1: Support measures adopted by the VCAPCD to reduce pollutants from solvents, including architectural coatings, synthetic solvent dry cleaning, etc.

Policy 3-2: Support technological improvements to improve machinery efficiency.

**CITY OF PORT HUENEME
HEARING DRAFT
GENERAL PLAN**

NOISE ELEMENT

July 1993

Cotton/Beland/Associates, Inc.
747 East Green Street, Suite 400
Pasadena, California 91101-2119

720.00

**NOISE ELEMENT
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NOISE ELEMENT

Introduction

The urban environment contains a variety of noise sources which can affect the way people live and work. Some types of noise are only short-term irritants, like the pounding of a jackhammer or the whirring rattle of a lawnmower. These noise sources generally can be controlled through City noise regulations, such as a noise ordinance. However, other noises, such as freeway noise, may be more permanent fixtures in the community, posing long-term health hazards to community residents.

Transportation is a primary contributor to noise within a community. Many requirements focused at reducing the number of trips generated are included in the Circulation Element's discussion of transportation demand management measures. These measures will directly influence the amount of noise generated from transportation modes in Port Hueneme.

Purpose of the Element: In recognition of the fact that excessive or unusual noise can have significant adverse impacts on human health and welfare, the State of California has developed definitive guidelines for determining community noise levels and for establishing programs aimed at reducing community exposure to noise levels defined to be adverse. The purpose of the Noise Element is to identify noise levels, and to put forth policies and programs designed to minimize the effects of noise on people living and working in Port Hueneme. Toward this end, this element focuses on:

- Reducing the exposure of existing residences, schools, parks, libraries, and community centers to transportation noise;

- Minimizing the number of new residences constructed within areas of high noise levels or incorporating measures to reduce noise exposure (i.e., double paned sound attenuation windows, fully air conditioned space to allow for year-round closure of windows, etc.);
- Establishing guidelines for new construction along arterials and secondary roadways where noise may be a problem; and
- Identifying, mitigating, and attenuating intermittent or short-term noise.

Scope and Content: Excessively high noise levels endanger the public's health and welfare. This Element addresses how noise levels can be contained within safe parameters in two sections: Issues Identification, and Goals and Policies. The Issues Identification section defines noise, establishes safety standards, and identifies noise sources in Port Hueneme. These issues are addressed by goals and policies.

Related Plans and Programs: Several local, state, and federal laws regulate point source noise and establish standards for protecting community residents from excessive noise.

City of Port Hueneme Noise Ordinance: The City has adopted a noise ordinance which establishes ambient noise standards for all property within various noise zones.

State Noise Insulation Standards: Appendix Chapter 35 of Title 24 of the California Code of Regulations sets forth requirements for the insulation of multiple-family and single-family residential dwelling units from excessive and potentially harmful noise. The State indicates that locating units in areas where exterior ambient noise levels exceed 65 dBA is

undesirable. Whenever such units are to be located in such areas, the developer must incorporate into building design construction features which reduce interior noise levels to 45 dBA CNEL.

State Noise Standards: Section 65302 of the Resources Code requires the General Plan to recognize the guidelines established by the Office of Noise Control in the State Department of Health Services.

This section identifies issues relating to noise sources and established noise standards.

Definition of Noise: Noise is generally defined as "unwanted" or "intrusive" sound. The characteristics of noise are difficult to describe by a single unit of measurement because noise has many components, such as loudness, pitch, and duration. Scientists have developed the A-weighted decibel (dBA) as a common noise descriptor, and this unit is widely used to indicate the loudness level of a particular sound at a given point in time. Table N-1 describes and compares the relative loudness of various noise sources.

Other forms of noise measurement include the Community Noise Equivalent Level (CNEL) and the Day-Night Level (Ldn). These latter two measurements describe ambient noise levels over a 24-hour period.

Noise Standards: To aid City decision makers with the establishment of noise standards, federal and state agencies have established noise and land use compatibility guidelines. These guidelines are all based upon cumulative noise criteria such as Leq (equivalent noise level), CNEL, or Ldn.

The State Department of Housing and Community Development has established mandatory noise guidelines for single-family and multiple-family residential construction. New multiple-family units cannot be exposed to outdoor ambient noise levels in excess of 65 dBA (CNEL or Ldn), and sufficient insulation must be provided to reduce interior ambient levels to 45 dBA.

	OVER-ALL LEVEL (Sound Pressure Level Approx. 0.0002 Microbar)	COMMUNITY (Outdoor)	HOME OR INDUSTRY (Indoor)	LOUDNESS (Human Judgement of Different Sound Levels)
130		Military Jet Aircraft Take-Off With After-Burner From Aircraft Carrier @ 50 ft. (130)		
120	UNCOMFORTABLY LOUD		Oxygen Torch (121)	120 dB(A) 32 Times As Loud
110		Turbo-Fan Aircraft @ Take-Off Power @ 200 ft. (118)	Riveting Machine (110) Rock and Roll Band (108-114)	110 dB(A) 16 Times As Loud
100	VERY LOUD	Boeing 707, DC-8 @ 6080 ft. Before Landing (106) Jet flyover @ 1000 ft. (103) Bell J-2A Helicopter @ 100 ft. (100)		100 dB(A) 8 Times As Loud
90		Power Mower (96) Boeing 707, DC-8 @ 6080 ft. Before Landing (97) Motorcycle @ 25 ft. (90)	Newspaper Press (97)	90 dB(A) 4 Times As Loud
80		Car Wash @ 20 ft. (89) Prop. Plane Flyover @ 1000 ft. (88) Diesel Truck, 40 mph @ 50 ft. (84) Diesel Train, 45 mph @ 100 ft. (83)	Food Blender (88) Milling Machine (85) Garbage Disposal (80)	80 dB(A) 2 Times As Loud
70	MODERATELY LOUD	High Urban Ambient Sound (80) Passenger Car, 65 mph @ 25 ft. (77) Freeway @ 50 ft. from Pavement Edge 10am (76 ± 6)	Living Room Music (76) TV-Audio, Vacuum Cleaner (70)	70 dB(A)
60		Air Conditioning Unit @ 100 ft. (60)	Cash Register @ 10 ft. (65-70) Electric Typewriter @ 10 ft. (84) Dishwasher (Rinse) @ 10 ft. (60) Conversation (60)	60 dB(A) 1/2 As Loud
50	QUIET	Large Transformers @ 100 ft. (50)		50 dB(A) 1/4 As Loud
40		Bird Calls (44) Lower Limit, Urban Ambient Sound (40)		40 dB(A) 1/8 As Loud
10	JUST AUDIBLE	[dB(A) Scale Interrupted]		
0	THRESHOLD OF HEARING			

SOURCE: Reproduced from Melville C. Branch and R. Dale Beland,
"Outdoor Noise in the Metropolitan Environment," Published by the
City of Los Angeles, 1970, p. 2.



Table N-1
Typical Sound Levels

The City of Port Hueneme has adopted standards independent of the state and federal guidelines. Established noise limits are as follows:

DESIGNATED ZONE		TIME INTERVALS	EXTERIOR NOISE LEVELS
Zone I	Noise Sensitive Properties	7 a.m. - 10 p.m.	55
		10 p.m. - 7 a.m.	50
Zone II	Residential Properties	7 a.m. - 10 p.m.	55
		10 p.m. - 7 a.m.	50
Zone III	Commercial Properties	Anytime	65
Zone IV	Industrial Properties	Anytime	75

Identification of Noise Sources: This section contains a general description of the noise environment in the City of Port Hueneme.

The sources of noise in Port Hueneme fall into basic categories. These are transportation noise, stationary noise sources, amplified noise, and construction noise. Port Hueneme is not impacted by freeway, or rapid transit system noise. Increased railroad use would create additional noise impacts in the southern portion of Port Hueneme.

Transportation Noise: The most common sources of noise in developed areas are transportation related noise sources. These include automobiles, trucks, motorcycles, railroads, and aircraft. Motor vehicle noise is of concern because of its high number of individual events which often create a sustained noise level and its proximity to areas sensitive to noise exposure.

The City of Port Hueneme is bisected by several arterial roadways. Channel Islands Boulevard is the major east-west arterial and Ventura Road, the

primary north-south arterial. A number of other streets, Bard Road, Pleasant Valley Road, and Hueneme Road also provide access into the eastern portion of Port Hueneme.

Stationary Noise Sources: Stationary noise sources generally include such uses as power plants, sewage treatment plants, oil production or other resource recovery operations, heavy industrial, etc. The Port does utilize equipment to unload and load boats and operations can occur at highly sensitive times (after 8 p.m. and before 6 a.m.). However, sensitive land uses, such as residential uses, are located over 1,000 feet away. Mechanical equipment on buildings including air conditioning units, swimming pool pumps, fans, etc., can be a local noise problem if not properly shielded. Additional noise sources can be generated in residential neighborhoods. These noise sources may include barking dogs, loud parties and/or amplified music, lawnmowers and leafblowers, use of pools or tennis courts and other activities. These noise events are generally annoying, but sporadic and short-term.

Amplified Sound: The human voice is a particularly annoying source of noise because people are conditioned to pay attention to the sound of a voice. Amplified sound can be more annoying than would be indicated simply by its noise level. The City's Noise Ordinance prohibits use of any radio receiving set, musical instrument, phonograph, or television set, which exceed the community's noise standards. The City's Noise Ordinance should require special conditions for use of amplified sound on sound trucks, outdoor paging systems, automobile alarm systems, and any other uses that may interfere with other activities.

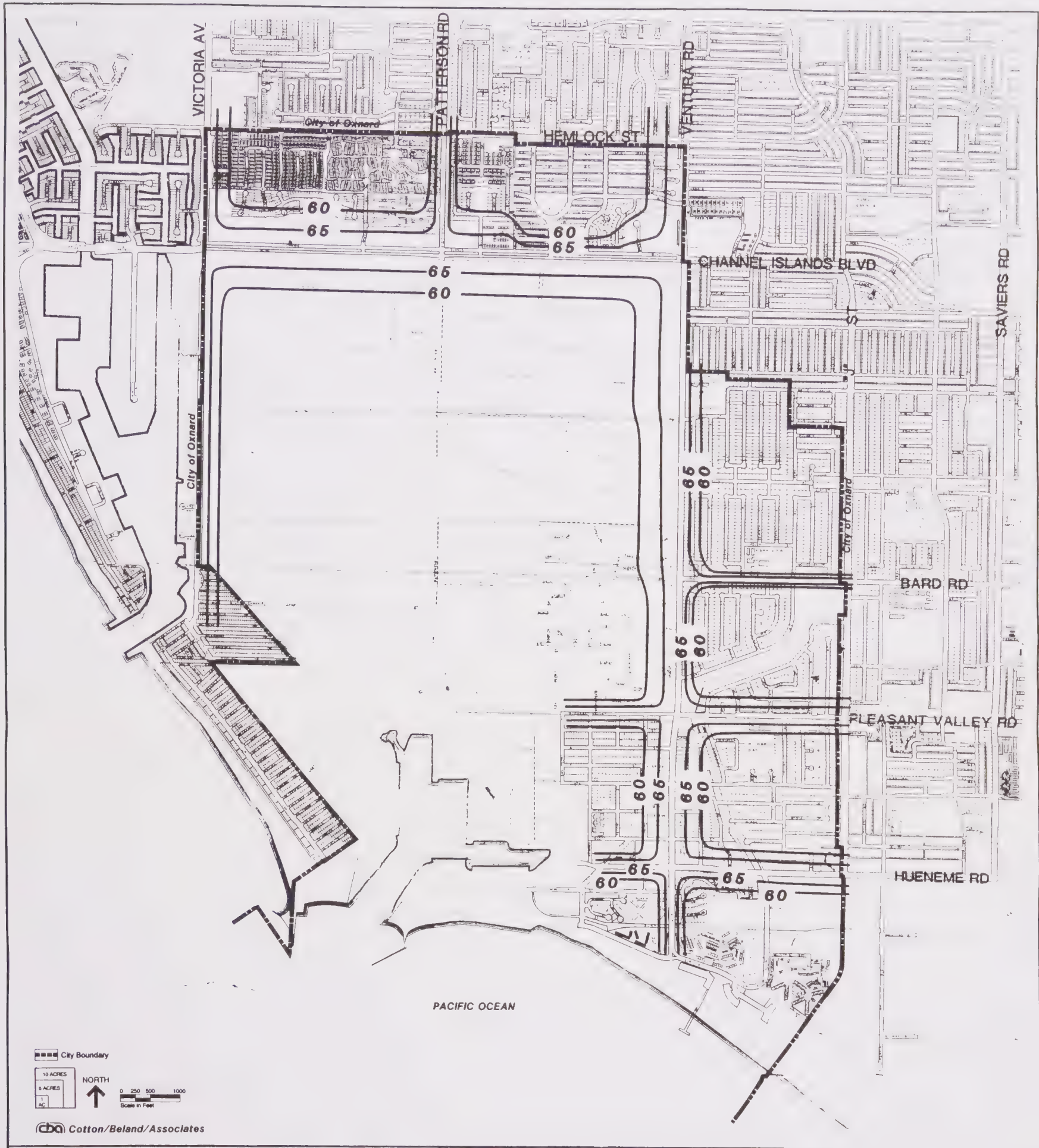
Construction Noise: Construction activity can be a source of noise in Port Hueneme. Because construction is temporary in most locations, and because people recognize the high noise level of construction activity is necessary, most people do not consider necessary short-term construction noise a nuisance. However, construction during nighttime

hours or without best efforts to minimize noise can cause significant annoyance. The City's Noise Ordinance restricts the hours of construction activity with high noise levels.

1992 Noise Environment: Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The traffic noise contours for the City for existing 1992 conditions are shown in Figure N-1. The noise contours shown on the map are the 60 and 65 CNEL generated by freeway and local traffic.

As shown in Figure N-1, some parcels, including residential uses, a school and hospital, experience noise levels of 65 CNEL. This range of noise is conditionally acceptable for these uses (See Table N-2).

Future Noise Contours: To determine future noise levels throughout the community, General Plan land use information and anticipated future traffic volumes were entered into a community noise computerized model. Figure N-2 displays future CNEL noise contours for the City in the year 2010, assuming build-out of the City proceeds in accordance with General Plan land use policy.



- 60** 60 CNEL Contour
- 65** 65 CNEL Contour

SOURCE: Cotton / Beland / Associates Inc.

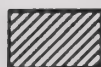


Figure N-1
1992 Noise Environment

Land Use Category	Community Noise Exposure Ldn or CNEL, dB						
	55	60	65	70	75	80	85
Residential- Low Density Single Family, Duplex, Mobile Homes	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable			
Residential- Multiple Family	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable			
Transient Lodging- Motels, Hotels	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable			
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable			
Auditoriums, Concert Halls, Amphitheaters	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable		
Sports Arenas, Outdoor Spectator Sports	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable		
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable		
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable		
Office Buildings, Business, Commercial and Professional	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable		
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	



Normally
Acceptable



Conditionally
Acceptable



Normally
Unacceptable



Clearly
Unacceptable

Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

New construction or development should generally not be undertaken.

SOURCE: Cotton/Beland/Associates, Modified from U.S. Department of Housing and Urban Development Guidelines and State of California Standards



Table N-2
Noise Compatibility Standards

*Noise Element
Goals and Policies*

The following goals and supporting policies emphasize noise reduction through increased public and private awareness of noise sources, including mobile and stationary sources. By incorporating noise concerns into land use planning, mitigating measures and noise reduction will be implemented and attained.

GOAL 1: PROTECT THE PUBLIC'S HEALTH AND WELFARE FROM ADVERSE NOISE LEVELS.

Policy 1-1: To the extent feasible, record and improve noise conditions in the local environment through the active, ongoing efforts of the City in coordination with other government agencies.

Policy 1-2: Increase public input on environmental noise issues, and establish a program for the monitoring and abatement of local noise sources.

GOAL 2: IDENTIFY MOBILE NOISE SOURCES AFFECTING THE COMMUNITY, AND ESTABLISH EFFECTIVE NOISE ABATEMENT MEASURES.

Policy 2-1: Prohibit through truck traffic in noise-sensitive areas, such as the four school sites located in Port Hueneme.

Policy 2-2: Minimize through vehicular traffic in the City's residential areas.

Policy 2-3: Utilize Transportation System Management measures (TSM) to decrease congestion problems along major thoroughfares. (See the Circulation Element Plan Section).

Policy 2-4: Enforce the State Motor Vehicle noise standards for cars, trucks, and motorcycles.

GOAL 3: IMPROVE THE NOISE ENVIRONMENT OF THE COMMUNITY THROUGH SENSITIVE PLANNING AND DEVELOPMENT PRACTICES.

Policy 3-1: Incorporate sound attenuation measures in residential developments where outdoor ambient noise levels exceed 65 CNEL.

Policy 3-2: Incorporate ambient noise level considerations into land use decisions involving schools, hospitals, and similar noise sensitive uses.

Policy 3-3: Ensure all new developments provide adequate sound insulation or other protection from existing and projected noise sources.

Policy 3-4: Utilize the development approval process to assure that buildings are sited and traffic circulation systems designed to minimize the impact of noise-generating activities on noise sensitive land uses.

Policy 3-5: Enforce standards that specify acceptable noise limits for various land uses throughout the City. Table N-3 shows criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the bases of specific Noise Standards. These standards, presented in Table N-4, define City policy related to land uses and acceptable noise levels.

Policy 3-6: Enforce the provisions of the State of California Uniform Building Code, which specifies that the indoor noise levels for multi-family residential living spaces not exceed 45 CNEL due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 CNEL. The Noise Referral Zones (the 60 CNEL contour) can be used to determine when this standard needs to be addressed. The Code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The City will also, as a matter of policy, apply this standard to single family dwellings.

Policy 3-7: Create performance standards for the Port of Hueneme to attenuate noise impacts.

Policy 3.8: Ensure that equipment, machinery, fan, and air conditioning noise does not exceed specified levels, established in the City's Noise Ordinance.

**TABLE N-3
NOISE/LAND USE COMPATIBILITY MATRIX**

LAND USE CATEGORIES		COMMUNITY NOISE EQUIVALENT LEVEL CNEL						
CATEGORIES	USES	<55	60	65	70	75	80	>
RESIDENTIAL	Single-Family, Duplex, Multiple Family	A	B	C	C	C	D	D
RESIDENTIAL	Mobile Homes	A	B	C	C	C	D	D
COMMERCIAL Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
COMMERCIAL Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theater	A	A	A	B	B	B	C
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
COMMERCIAL Recreation INSTITUTIONAL Civic Center	Amphitheater, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
COMMERCIAL Recreation	Children's Amusement Park, Miniature Golf Course, Co-cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
COMMERCIAL General, Special INDUSTRIAL, INSTITUTIONAL	Automobile, Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	A	B	B
INSTITUTIONAL General	Hospital, Church, Library, Schools Classroom	A	B	B	C	C	D	D
OPEN SPACE	Parks	A	A	A	B	C	D	D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers, Wildlife Habitat	A	A	A	A	B	C	C
AGRICULTURE	Agriculture	A	A	A	A	A	A	A

ZONE A
CLEARLY COMPATIBLE
ZONE B
NORMALLY COMPATIBLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

ZONE C
NORMALLY INCOMPATIBLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

ZONE D
CLEARLY INCOMPATIBLE

New construction or development should generally not be undertaken.

Source: Cotton/Beland/Associates, Inc.

**TABLE N-4
INTERIOR AND EXTERIOR NOISE STANDARDS**

LAND USE CATEGORIES		CNEL	
CATEGORIES	USES	INTERIOR ¹	EXTERIOR ²
RESIDENTIAL	Single-Family, Duplex, Multiple Family	45 ³	55 7 a.m. - 10 p.m. 50 10 p.m. - 7 a.m.
	Mobile Home	45	55 7 a.m. - 10 p.m. 50 10 p.m. - 7 a.m.
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Hotel, Motel, Transient Lodging	45	—
	Commercial Retail, Bank, Restaurant	55	65
	Office Building, Research and Development, Professional Offices, City Office Building	50	65
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	—
	Gymnasium (Multipurpose)	50	—
	Sports Club	55	—
	Manufacturing, Warehousing, Wholesale, Utilities	65	75
	Movie Theatres	45	—
INSTITUTIONAL	Hospital, Schools' classroom	45	55 7 a.m. - 10 p.m. 50 10 p.m. - 7 a.m.
	Church, Library	45	55 7 a.m. - 10 p.m. 50 10 p.m. - 7 a.m.
OPEN SPACE	Parks	—	65

1. Indoor environment including: Bathrooms, toilets, closets, corridors

2. Outdoor environment limited to: Private yard of single-family
Multi-family private patio or balcony which is served by a means of exit from inside the dwelling
Balconies six feet deep or less are exempt
Mobile home park
Park's picnic area
School's playground

3. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.

Source: City of Port Hueneme Noise Ordinance, and
Cotton/Beland/Associates, Inc.

CITY OF PORT HUENEME

HEARING DRAFT

GENERAL PLAN

PUBLIC SAFETY AND FACILITIES ELEMENT

July 1993

Cotton/Beland/Associates, Inc.
747 East Green Street, Suite 400
Pasadena, California 91101-2119

720.00

PUBLIC SAFETY AND FACILITIES ELEMENT

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PUBLIC SAFETY/FACILITIES ELEMENT

Introduction

The Public Safety and Facilities Element explores issues involving both natural/ environmental hazards and public facilities, utilities, and services. Both facets of the element are concerned with protecting the public's health, safety, and welfare.

The urban and natural environments of Port Hueneme contain a number of hazards which require special consideration and treatment in the land use planning process to protect the public's safety. These hazards include flooding, seismic hazards, urban fires, crime, and hazardous materials.

Public facilities and services are also related to protecting and preserving the public's welfare. Public facilities include fire and police stations, schools, landfills, and flood control facilities. Related services include police and fire protection (including emergency medical care), education, government, administrative services, solid waste disposal and flood control. These facilities and services strive to maintain the quality of life in Port Hueneme.

Purpose: The purpose of this element is twofold: 1) To identify potential safety hazards and to establish appropriate policies to protect life and property from hazardous conditions, and 2) To provide guidelines for the continued provision and enhancement of adequate public facilities, and utility infrastructure.

Scope and Content: The Public Safety and Facilities Element contains four sections: Introduction, Issues, Goals and Policies, and The Plan. The Introduction explains why this element is being prepared and describes other plans and programs that address similar issues. The Issues section identifies potential hazards within the community and areas of concern, regarding the provision of public facilities and

services. Goals and Policies, and The Plan focus on how to solve the issues identified in the element.

Related Plans and Programs: A number of local, state, and federal plans and programs affect Port Hueneme. A discussion of related plans and programs follows.

Alquist-Priolo Special Studies Zones Act: The Alquist-Priolo Act, which took effect in 1973, is intended to prohibit the location of most structures for human occupancy across the traces of active faults and thereby mitigate the hazard of fault-rupture.

Building Codes: Local building codes contain specific measures relative to seismic safety, including foundation design criteria. State codes govern the construction of sensitive structures such as hospitals and schools.

AB 3897-Seismic Mapping Act: The Seismic Hazards Mapping Act of 1990 (AB 3897) increased the importance of seismic hazards in land use and development decisions. The mandates imposed by the law and the challenges of enforcing them will affect all new development in Port Hueneme.

The Act calls for the delineation of seismic hazard zones bounding areas of high potential for liquefaction, earthquake-induced landslides, and other ground failures, which collectively account for most earthquake losses. Hazard zone maps which include Port Hueneme and the surrounding region are expected to become available in the mid-1990s. As in the case with the Alquist-Priolo Act, construction within the hazard zones is permitted only when development has been demonstrated to be safe by determining the severity of the hazard at the site and implementing appropriate mitigation measures. The law requires the State Geologist to perform three critical tasks:

1. Compile maps identifying seismic hazards and submit them to the State Mining and Geology

Board (SMGB) and to all affected cities, counties, and state agencies for review and comment.

2. Revise the maps and provide final maps to affected jurisdictions within 90 days of receipt of SMGB comments on draft maps.
3. Create archives of all geotechnical site investigation reports required by local governments and use the new findings in the reports to prepare new maps or revise existing ones.

*Public Safety and
Facilities Issues*

Safety Issues: Safety issues include flood and seismic hazards, risk of upset/hazardous materials, fire hazards, and crime. The following section explores how these issue areas affect the City of Port Hueneme.

Flood Hazards: Land use decisions should be directly tied to the Safety Element to reduce injuries and property damage resulting from natural hazards. The Land Use Element, therefore, contains a detailed discussion and map of potential flooding that may occur in Port Hueneme.

Flood hazards typically result from an overflow of natural watercourses or man-made drainage systems. The Federal Emergency Management Agency identifies areas that are subject to flooding during a 100 or 500-year storm. These floods are based on historical records which suggest how often a flood this size could be expected to occur. In Port Hueneme, the 100-year flood includes the harbor, flood control channels, and the beach. In addition, the City is within the 500-year flood zone, similar to most coastal cities. (See the Land Use Element)

Seismic Hazards: Similar to flood hazards, a discussion of seismic hazards is included in the Land Use Element. Refer to the Land Use Element for additional information about seismic hazards.

Two principal seismic considerations for most areas in Southern California are: 1) surface rupturing of earth materials along fault traces, and 2) damage to structures and foundations due to seismically-induced ground shaking. Other seismic considerations include liquefaction, subsidence, potential dam failure resulting from a seismic event, and tsunamis.

Fault Rupture - Port Hueneme lies within a seismically active belt that rings the Pacific Ocean. Figures PSF-1 and LU-2 show the geographic relationship with the surrounding known major active and potentially active

faults. An **active fault** is one which has exhibited earthquake activity in the last 11,000 years. A fault which has moved during the last two to three million years (Pleistocene time) but not proven by direct evidence to have moved within the last 11,000 years is considered to be **potentially active**. Any fault older than Pleistocene (one which has not displaced rocks two to three million years old or younger) is considered **inactive**.

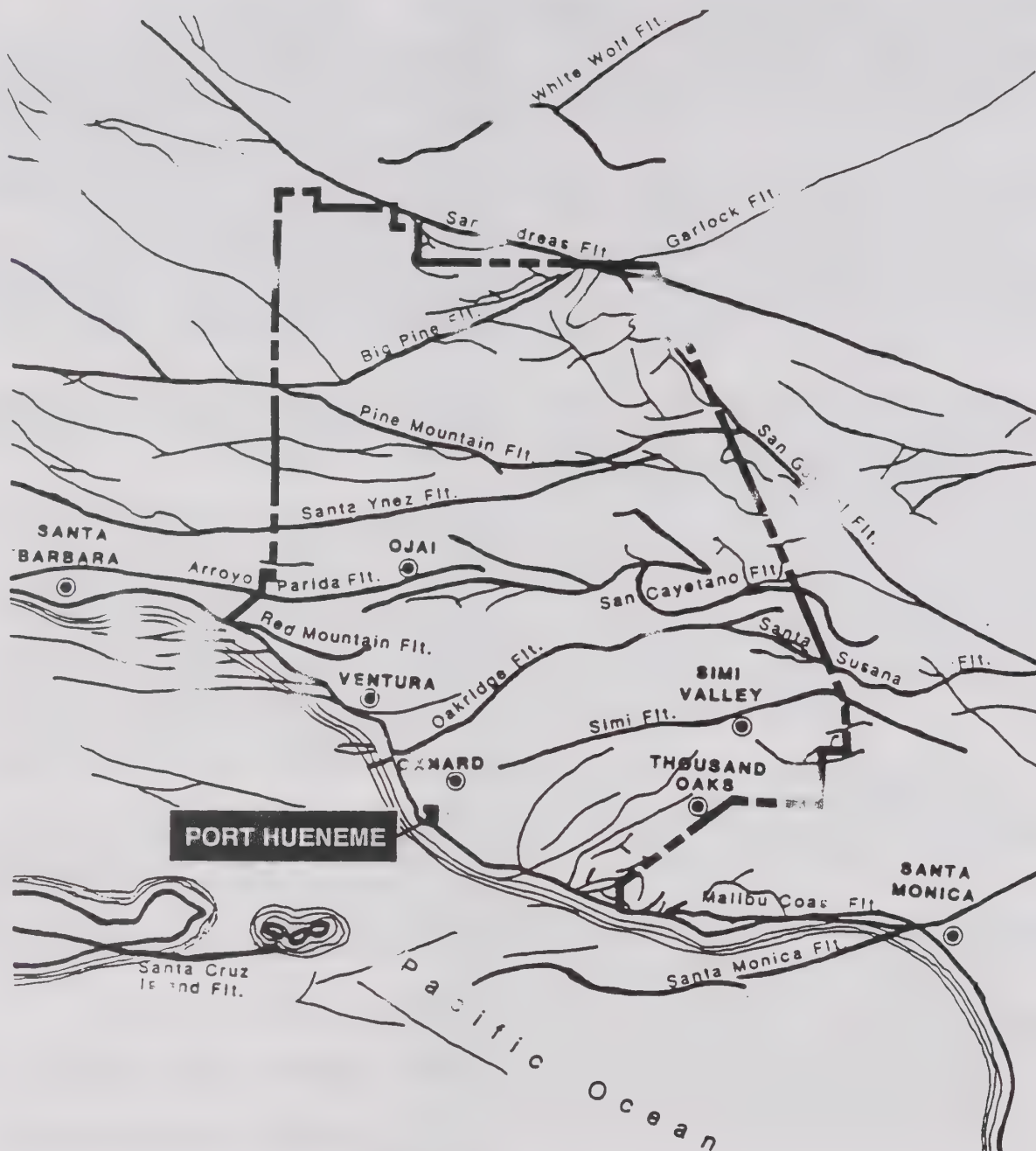
The fault rupture risk in Port Hueneme is considered minimal because no known faults are located in the City.

Alquist-Priolo Special Studies Zone Act - The Alquist-Priolo Special Studies Zone Act requires the State Geologist to delineate "special studies zones" along known active faults in California. Cities and counties affected by the zones must regulate certain development "projects" within the zones. No Alquist-Priolo Special Studies Zones have been identified within the City of Port Hueneme.

Ground Shaking - Ground shaking generated by an earthquake causes, by far, more damage over a wider area than does surface rupturing by faults. Important factors which determine the shaking intensity at a given location are:

- Distance from the epicenter;
- Size or magnitude of the earthquake; and
- Local soil, geologic, and ground water conditions.

Other parameters which are measured or calculated include ground acceleration, predominant period, duration of strong motion, velocity and displacement.



SOURCE: California Division of Mines and Geology,
Fault Map of California, 1975

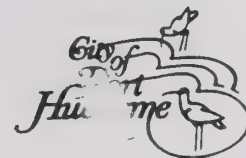


Figure PSF-1
Regional Geology of Ventura County

The concept of maximum credible earthquake is the controlling seismic event for the design of very critical or important structures such as a nuclear reactor or hospital. The maximum credible earthquake is the largest event likely to occur on an active fault and having a recurrence interval of greater than 200 years. Although the probability of such an earthquake is considered low, it is within the realm of possibility.

From a potential ground shaking perspective, the City is most susceptible to ground shaking from the Oak Ridge Fault, Simi Fault, Malibu Coast Fault, San Cayetano Fault, Santa Ynez Fault, Santa Susana Fault, and San Andreas Fault. Table PSF-1 lists the estimated maximum credible magnitudes for faults in the region.

Liquefaction - Liquefaction, one of the more important secondary seismic hazards, can be described as a "quicksand" condition in which there is a total loss of foundation support caused by a shock (typically an earthquake of significant magnitude). This condition results from a sudden decrease of shearing resistance in a cohesionless soil (such as sand) accompanied by a temporary increase in porewater pressure. Important factors in determining liquefaction potential are the intensity and duration of shaking, and the presence of relatively low-density fine sand and silt, in an area of shallow ground water.

The actual effects of liquefaction on structures and City infrastructure varies, depending on the amount of groundshaking and soil conditions. During liquefaction, buildings may gas, experience settlement, tilting, or in extreme situations, gradual sinking. Underground utilities (i.e., water, sewer,

**TABLE PSF-1
MAXIMUM CREDIBLE EARTHQUAKES
FOR SELECTED REGIONAL FAULTS**

ACTIVE FAULTS	TYPE OF MOVEMENTS	MAXIMUM CREDIBLE EARTHQUAKE MOVEMENT
Oak Ridge	Reverse, Left Slip	7.5
Simi	Reverse	7.5
Santa Susana	Reverse, Left Slip	7.0
Anacapa-Santa Monica	Reverse, Left Slip	7.0
Malibu Coast	Reverse, Left Slip	7.5
San Cayetano	Reverse	7.5
Santa Ynez	Left Slip	7.5
San Gabriel	Normal	7.5
Newport- Inglewood	Right Slip	7.0
Palos Verdes	Reverse, Right Slip	7.0
San Fernando	Reverse, Left Slip	7.5
Pitas Point- Ventura	Reverse, Left Slip	7.5
Whittier- Elsinore	Right Slip	7.5
Red Mountain	Reverse, Left Slip	7.25
San Andreas	Right Slip	8.0

Source: Leighton and Associates, 1984; Mualchin-Solares, 1990.

Note: Refer to Figures PSF-1 and LU-2 for the location of active and potentially active faults.

and electrical lines) may also rupture causing service disruptions. Similarly, streets may buckle or shift, thereby limiting emergency vehicle movement or evacuation procedures.

Another type of liquefaction, which occurs at some depth from the surface, can result in ground lurching (movement of earth along a fault trace), fissuring (separation of land along a fault trace) or cracking instead of causing widespread loss of foundation support. These effects are ascribed to flow landsliding or lateral spreading landslides which can occur at very low angles.

Areas having the highest relative liquefaction potential are based primarily upon alluvial areas having ground water depths less than about 30 feet and, under some conditions, up to 50 feet. The Oxnard Plain has a high ground water table and is underlain by several saturated aquifers. A potential for liquefaction exists throughout the entire region.

Subsidence - The phenomena of widespread land sinking, or subsidence, is generally related to overpumping of ground water or petroleum reserves from deep underground reservoirs. Subsidence is not related to any surface activity. No recognized subsidence has been identified in the City. The likelihood of significant subsidence occurring in the City is considered very minimal.

Potential Inundation Due to Dam

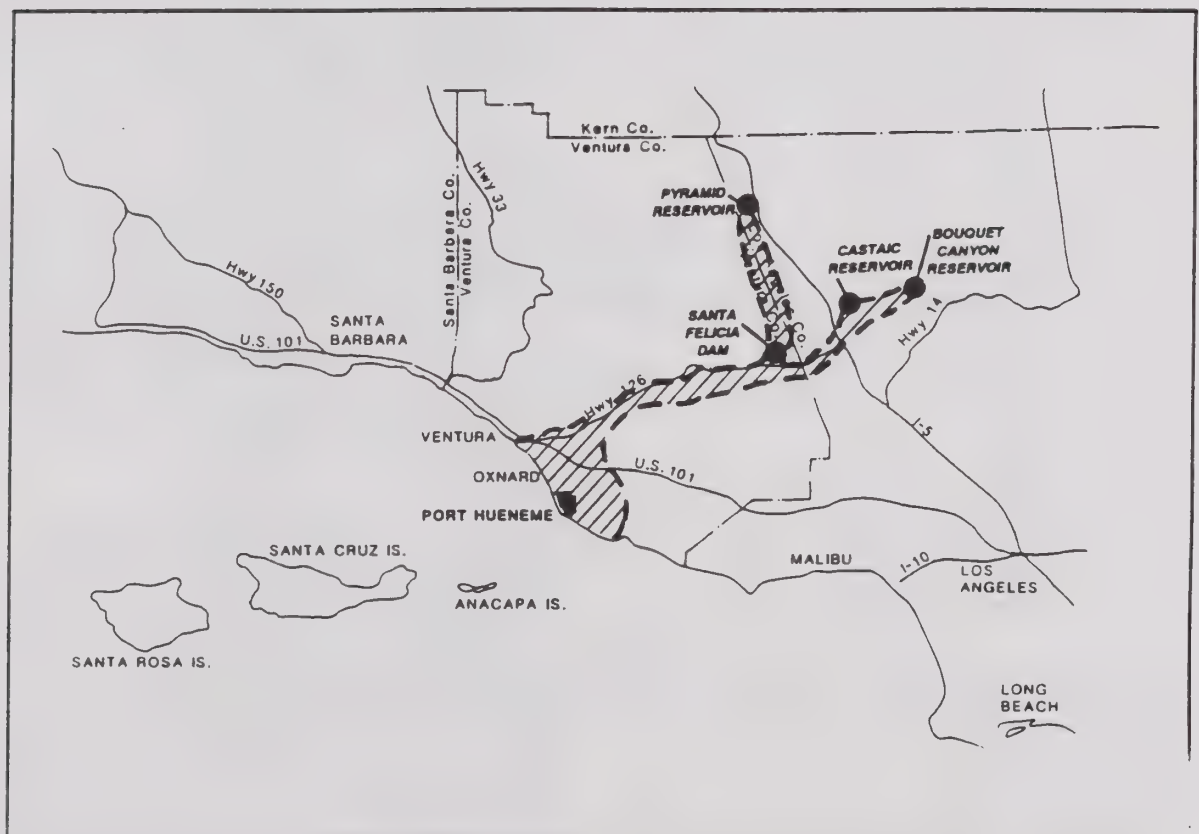
Failure - The State Office of Emergency Services, since the 1971 San Fernando earthquake, has been charged with the responsibility of delineating all areas subject to inundation due to dam failure (for all those dams under state jurisdiction). The State Division of Dam Safety of the Department of Water Resources has a program to identify those dams most susceptible to seismically

caused failure, mainly according to their age, type of construction, and present physical condition. These factors, and others, will be specifically investigated for seismic stability on a priority basis.

The City of Port Hueneme could be affected by dam failure from the Bouquet Canyon Reservoir, Castaic Reservoir, Pyramid Reservoir, and Santa Felicia Dam (Lake Piru). (See Figure PSF-2) Flood waters from these dams generally will follow one of two routes. The majority of the flooding will either be along the Santa Clara River which is to the north of the Oxnard Plain, or along Calleguas Creek which is to the east of the Oxnard Plain.

This could severely limit evacuation from Port Hueneme during a crisis situation.

**FIGURE PSF-2
DAM INUNDATION AREAS**



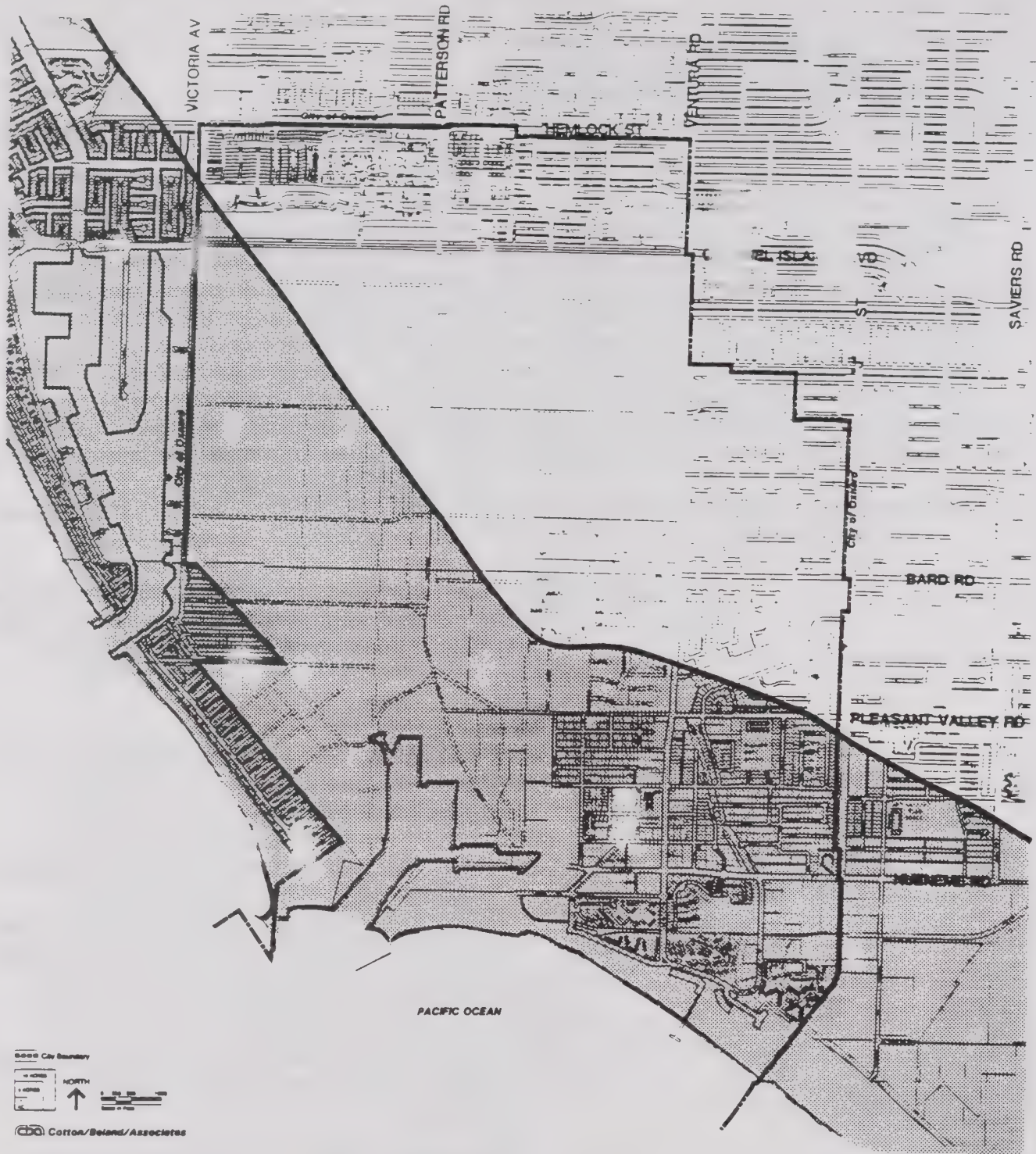
Note: The area potentially covered by flood waters is only an estimate.

Tsunami - Tsunamis, or seismic sea waves, are generated by undersea movement. The Ventura County coast has a low tsunami damage potential, but may be unsafe during such an event. These waves are not common, and Port Hueneme is somewhat sheltered from tsunamis generated in the North Pacific by the Channel Islands; however, it is relatively exposed to tsunamis generated in the South Pacific. The largest tsunami wave amplitude recorded at Port Hueneme was 8.8 feet, associated with the Chilean earthquake of 1960. The Multihazard Functional Map has created a map illustrating areas possibly inundated in Port Hueneme from a tsunami. (See Figure PSF-3)

Risk of Upset/Hazardous Materials: The quantity and type of hazardous materials in Port Hueneme varies considerably. The following section explores the storage, use, and transportation of hazardous materials in Port Hueneme.

Household, Commercial, and Public Use of Hazardous Materials - Uses, such as dry cleaners and automotive service shops, routinely utilize solvents and other toxic substances, which must be properly disposed in compliance with strict federal and state regulations. Households also utilize and store materials which could be considered hazardous, although usually not of the same type and quantity as commercial and industrial uses. Homeowners need to be properly informed about the proper use, storage, and disposal of consumer goods containing hazardous materials.

The Oxnard Sewage Treatment Plant utilizes a number of chemicals during the treatment process of which sulfur dioxide and chlorine present the greatest hazard to the surrounding community. The Plant contains a 20 ton tank



 Potential Inundation Area

SOURCE: City of Port Hueneme, Multihazard Functional Plan, October, 1990.



Figure PSF-3
Potential Inundation from a Tsunami

and two one-ton cylinders of sulfur dioxide, and a 90 ton tank and four one-ton cylinders of chlorine. The on-site emergency response team is trained to respond to any hazardous materials incident at the plant and has access to an EPA approved Level A Repair Kit to repair damaged valves or leaking tanks.

Port of Hueneme's Use of Hazardous Materials - A primary concern in Port Hueneme regarding hazardous materials involves the activities at the Port of Hueneme and on Navy properties. However, the evidence is minimal for classifying materials at these sites as hazardous.

The commercial portion of the Port of Hueneme is owned and administered by the Oxnard Harbor District. This area includes about 61 acres of land. Operations at the port include storage and transfer of offshore drilling equipment, automobiles, petroleum fuels, produce and other products. Activities also occasionally include temporary storage of drilling muds. In general, the only potentially hazardous materials handled in bulk at the Port are petroleum fuels. This includes fuel imported for the Southern California Edison (SCE) electric power-generating plant, fuel for vessels, and fuel used by the offshore oil industry.

Petroleum fuel storage is limited to two tank facilities: the SCE tank farm northeast of the harbor and the Tesoro tank farm located along Hueneme Road immediately north of the Sunkist Site.

The Southern California Edison tank farm is located approximately 1,200 feet north of the Sunkist Site. This tank farm is used to temporarily store Bunker C fuel as it is offloaded from tankers and pumped to tanks at the SCE Ormond Beach generating station

where it is used as fuel to generate electricity. The tank farm consists of three tanks in a single diked area. Two tanks, each with a capacity of 80,000 barrels (bbls.), have floating roofs. The third tank has a weak seam roof and has a capacity of 30,000 bbls.. The containment area is approximately 125,000 square feet.

Bunker C fuel is brought into the Port by tanker or tank barge and pumped to the storage tanks via a 16-inch pipeline. These tanks essentially act as surge tanks. As the tanks are being filled, the product is also being pumped out of the tanks to the SCE Ormond Beach generating station. Normally, the tanks are left with about ten feet of product to keep the roof floating.

The Tesoro Tank Farm is on the north side of Hueneme Road, directly across from the Sunkist Site. This tank farm consists of seven tanks, separated by two diked areas. All tanks are designed to API 650 standards with weak seam cone roofs. One diked area contains four, 1,000 bbl. tanks. Three of these tanks are normally used to store Number 2 diesel, and the fourth is normally used for cutter stock. The second diked area contains two 8,800 bbl. tanks, and one 2,640 bbl. tank. One of the 8,800 bbl. tanks is normally used to store Bunker C, while the other is normally used for co-mingled Number 2 diesel. The 2,640 bbl. tank is used to store cutter stock.

Presently, the majority of the products are brought into the facility by truck and sent out by pipeline to the wharfs where they are loaded onto ships. There are tow truck transfer stations, one for the four diesel tanks and one for the other three tanks. Truck deliveries are somewhat seasonal averaging around 50 to 60 per month in the winter and 80 to 100 in the summer.

There are no plans to increase the size of production of the Tesoro facility. Currently, there is an agreement between the City of Port Hueneme and the Port prohibiting any increase in the size of the facility.

The potential hazards associated with these uses are known as "hazard footprints." Because of the materials stored at these tank farms, the following four hazard footprints have been identified: 1) personnel radiant heat from a fire; 2) flying debris; 3) blast overpressure; and 4) occupied building radiant heat from a fire. These footprints can vary depending on the type of fuel being stored, the type of materials and construction technique of the storage tanks, and prevailing wind speed and direction.

Personal radiant heat from a fire deals with the flammability or combustibility of a product. Flammable products are those materials that have flash points below 100 degrees Fahrenheit. Combustible products have flash points between 100 degrees and 200 degrees Fahrenheit. The personal radiant heat level that can begin causing second degree burns to human skin exposed for 30 seconds defines this hazard footprint. A higher radiant heat level would be required to cause harm to people wearing clothing or shielded by objects or located indoors.

The radiant heat hazard footprint for storage areas is calculated assuming the entire diked area is flooded and on fire. The radiant heat hazard footprint for tankers is calculated assuming a single tank is on fire.

Vapors can be present inside fuel tanks and if ignited, an explosion can occur resulting in a shock wave (blast overpressure) and flying debris from tanks. Blast overpressure and flying debris hazards could occur from all types of fuel tanks, other than floating roof tanks and

tankers equipped with inert gas systems, containing flammable or combustible materials. The blast overpressure hazard footprint extends to the distance beyond which the overpressure has decreased to below 2.5 pounds per square inch. Blast overpressure at this level can begin causing eardrum ruptures.

Determining the flying debris hazard footprint is much more problematic. This hazard footprint involves determining the distance debris may travel. The actual distance flying debris may travel is highly variable. The flying debris hazard footprint for a storage tank designed and constructed to American Petroleum Institute (API) 650 standards with a weak seam roof is between 680 and 800 feet depending on tank size. A weak seam roof is designed to blow off in the event of an explosion, relieving pressure vertically rather than horizontally.

The hazard footprints associated with these two tank farms are shown in Figures PSF-4 and PSF-5. There is some overlap between these two facilities, but more importantly, these hazard footprints extend into adjacent residential areas.

The results of the risk assessment prepared for the Port indicate that the probability of a fire or explosion at these facilities is extremely low. This is because the tanks are constructed with weak seam roofs which release under low pressure and direct explosions skyward; no flammable materials are handled (only combustible); there are no open flames or other sources of ignition present at the facility; and the most common cause of tank explosions is lightning which is not prevalent in Southern California. In addition, the tanks are designed and built to meet the latest codes. The primary codes governing such tanks are the

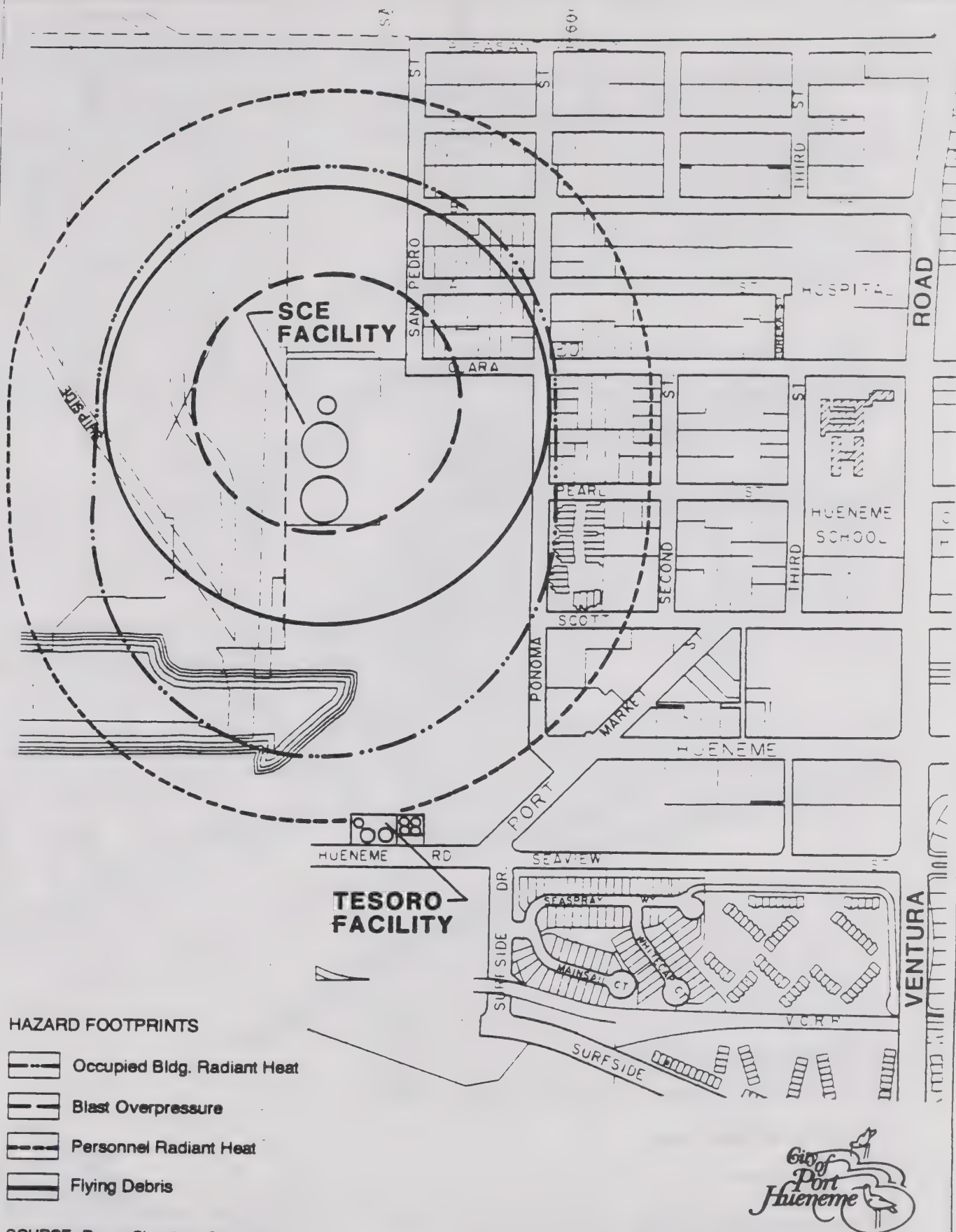
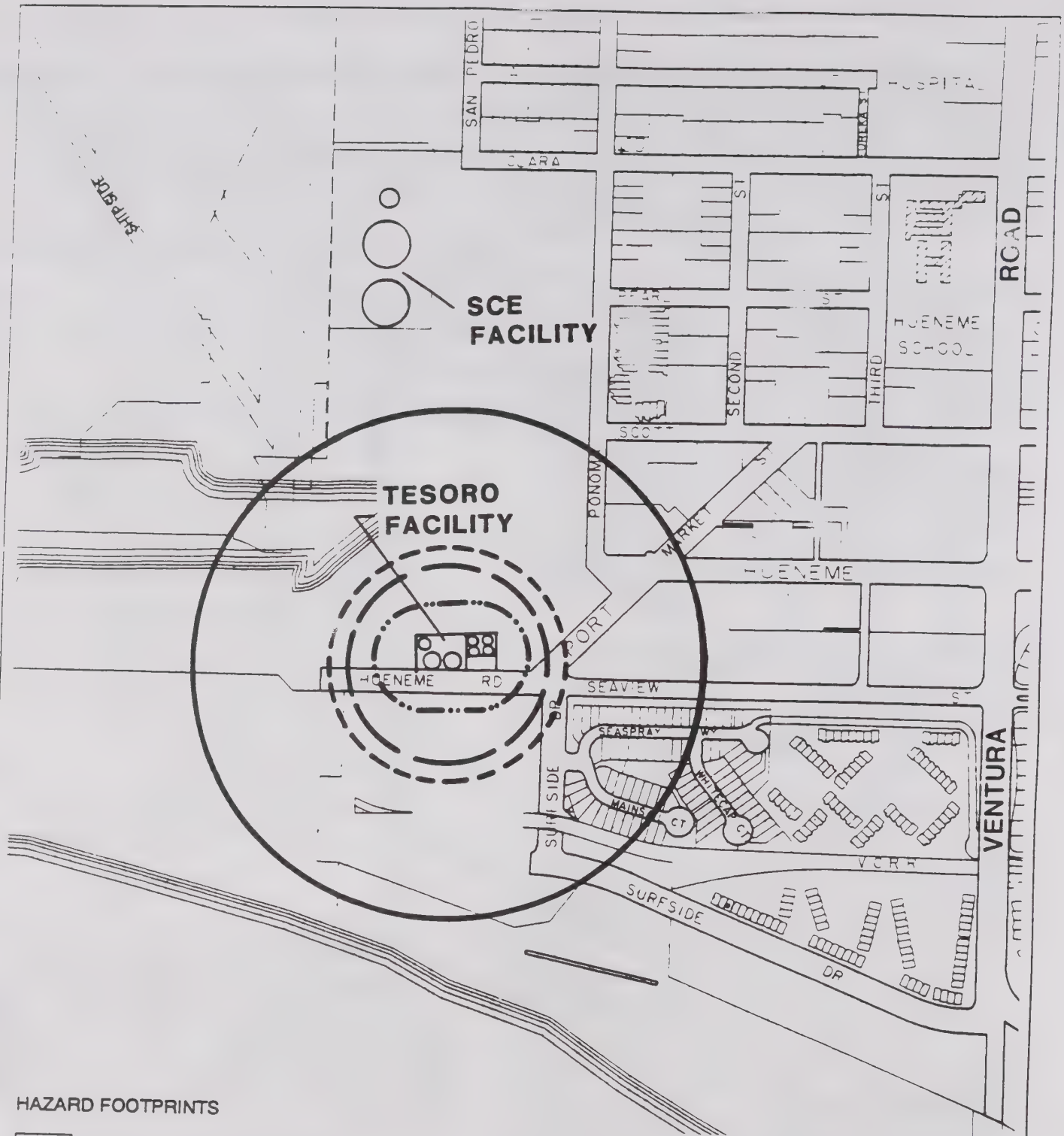


Figure PSF-4
SCE Facility Hazard Footprints



SOURCE: Reese-Chambers Systems
Consultants, Inc., Sept. 1990.



Figure PSF-5
Tesoro Facility Hazard Footprints

National Fire Protection Association (NFPA) Figure PSF-4 SCE Facility Hazard Footprints Figure PSF- 5 Tesoro Facility Hazard Footprints Flammable and Combustible Liquids Code, and the American Petroleum Institute (API) Standard 650, Welded Steel Tanks for Oil Storage. The probabilities of accidental release at the SCE facility would be approximately the same as for the Tesoro facility.

Various hazardous materials such as drilling muds, chemicals, waste oil, etc. generated by offshore oil industry are periodically brought into the Port by support vessel and then transferred to truck for disposal. In most cases, these materials do not require the calculation of hazard footprints. It is possible that combustible or flammable materials may be brought in; and it is possible that a transfer spill could occur and ignite, creating a radiant heat hazard footprint. The size of such a fire would not be large enough to create a radiant heat hazard footprint that would extend off the Port property.

Also, various hazardous materials such as acids and solvents are periodically brought into the Port by truck and transferred to oil industry support boats. Transfer accidents from these activities are possible and would be similar to those described above.

Underground Storage Tanks: The United States Navy Construction Battalion Center (U.S.N.C.B.C.) contains 13 active and approximately 55 inactive underground tanks. The majority of these tanks contain gasoline, diesel, or bunker fuel. The USNCBC has initiated an intensive effort to remove inactive tanks. As of December 1992, 45 of the original 100 inactive tanks have been eliminated. The remaining 55 tanks will be removed as the clean-up program proceeds.

Urban Fires: Fire protection services are currently provided by the Ventura County Fire District (VCFD). Throughout the County, the District has 32 fire stations and employs 463 full-time staff and approximately 40 reserve personnel. The 6,666-square-mile service area includes the cities of Port Hueneme, Camarillo, Thousand Oaks, Moorpark, Simi Valley, Piru, and Ojai, and the unincorporated areas of Ventura County.

Within the City of Port Hueneme, the District maintains one fire station; Station 53 located at 304 Second Street. The Fire Department also maintains a hazardous material (HAZMAT) team at Fire Station 40 located in Moorpark at 4185 Cedar Springs Street. The HAZMAT team is specially trained and equipped to respond to emergencies involving potentially hazardous materials. The HAZMAT unit is staffed around the clock by three people.

Additional fire protection equipment and staffing is available from the 31 additional fire stations, and the adjacent City of Oxnard and the U.S. Naval Construction Battalion Center in Port Hueneme.

Urban fires can result from a number of causes, including arson, carelessness, home or industrial accidents, or from ignorance of proper safety procedures. Urban land uses with inappropriate building materials are potential fire hazards.

The Insurance Services Office (ISO), a private insurance company, establishes ratings of firefighting agencies through its audit of fire districts' facilities, location, and their ability to respond to emergencies. ISO ratings range from Protector Class 1 (excellent) through Protector Class 10 (poor). The current ISO rating for the City of Port Hueneme is Protector Class 5.

An important component of fire fighting ability is having sufficient water pressure. City public works staff indicate that the City maintains pressures around 58 pounds per square inch (psi). This is considered adequate pressure for fighting fires.

Crime: The Port Hueneme Police Department serves the City with a staff of 19 officers and nine non-sworn employees which includes support personnel. The Department has established and maintained a level-of-service standard of approximately one officer per 1,000 residents. In comparison, surrounding communities generally have more officers, such as the City of Ventura which has 1.3 officers/ 1,000 residents. According to the Port Hueneme Police Department, this is reflective of higher crime rates and larger populations in surrounding jurisdictions. However, as Port Hueneme continues to grow, additional personnel may be required.

Table PSF-2 records the type and number of crimes committed in Port Hueneme between 1982-1992.

As Port Hueneme's resident and business population continues to grow, the City Police Department will need to service a larger community. Additional personnel and equipment may be required for the Department to maintain its high level of service.

**TABLE PSF-2
PORT HUENEME POLICE DEPARTMENT
CRIME RATE**

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992
Murder		1	2	0	0		1	0	1	0	2
Manslaughter	0	0	0	0	0	0	0	0	0	0	0
Rape	9	1	7	3	4	1	7	7	5	4	0
Robbery	48	30	27	31	38	29	28	13	39	37	46
Assaults	83	78	82	77	216	190	215	248	266	251	208
Burglary	215	261	230	182	224	193	141	146	278	262	250
Thefts	462	438	491	403	422	320	320	338	389	461	409
Stolen Vehicles	58	55	51	48	58	34	53	54	43	82	57
Arson (Building)	1	1	2	1	1	0	1	1	4	2	1
Arson (Vehicle)	1	1	1	0	1	2	0	1	1	1	2
Domestic Violence*	--	--	--	--	149	129	127	139	105	112	88
Totals	881	866	893	745	964	772	766	808	1,026	1,100	1,063

* The Domestic Violence totals are not included in the grand totals of these major crimes. They have been included in the assault section for totals purposes. The Domestic Violence related crimes have been separated to show the total separate from the general assault category.

Public Facility Issues: Public facility issues focus on how Port Hueneme can continue to provide or support the continued provision of adequate facilities and services to the community's residents.

Education Services: Oxnard and Hueneme Elementary School Districts and the Oxnard Union High School District educate students from Port Hueneme. Each district does not exclusively serve Port Hueneme, and students from other communities attend schools within these districts. Figure PSF-6 illustrates the location of each school district and the schools within Port Hueneme.

All the school districts are experiencing overcrowding problems as individual school sites are

approaching their design capacity (see Table PSF-3). Portable classrooms have been located at a number of these schools to accommodate additional students. However, future expansion plans are limited by site and funding constraints.

Table PSF-3 includes only those schools within each district that the majority of Port Hueneme students attend.

**TABLE PSF-3
SCHOOL CAPACITIES - 1992**

SCHOOL	STUDENT POPULATION	DESIGN CAPACITY	NUMBER OF STUDENTS ABOVE/BELOW CAPACITY
Oxnard Elementary School District:			
Marina West Elementary	797	605	+192
Christa McAulliffe Elementary	1,122	881	+241
Haydock Intermediate	939	795	+144
Hueneme School District:			
Hueneme Elementary	553	580	-27
Bard Elementary	761	770	-9
Parkview Elementary	776	770	+6
Sunkist Elementary	716	720	-4
Haycox Elementary	694	754	-60
Green Junior High	1,004	960	+44
Oxnard Union High School District:			
Hueneme High School	2,302	1,966	+336

Source: Oxnard Elementary School District. Estimates as of March 27, 1992.
Hueneme Elementary School District. Estimates for school year 1992-1993.
Oxnard Union High School District. Estimates as of 1992.

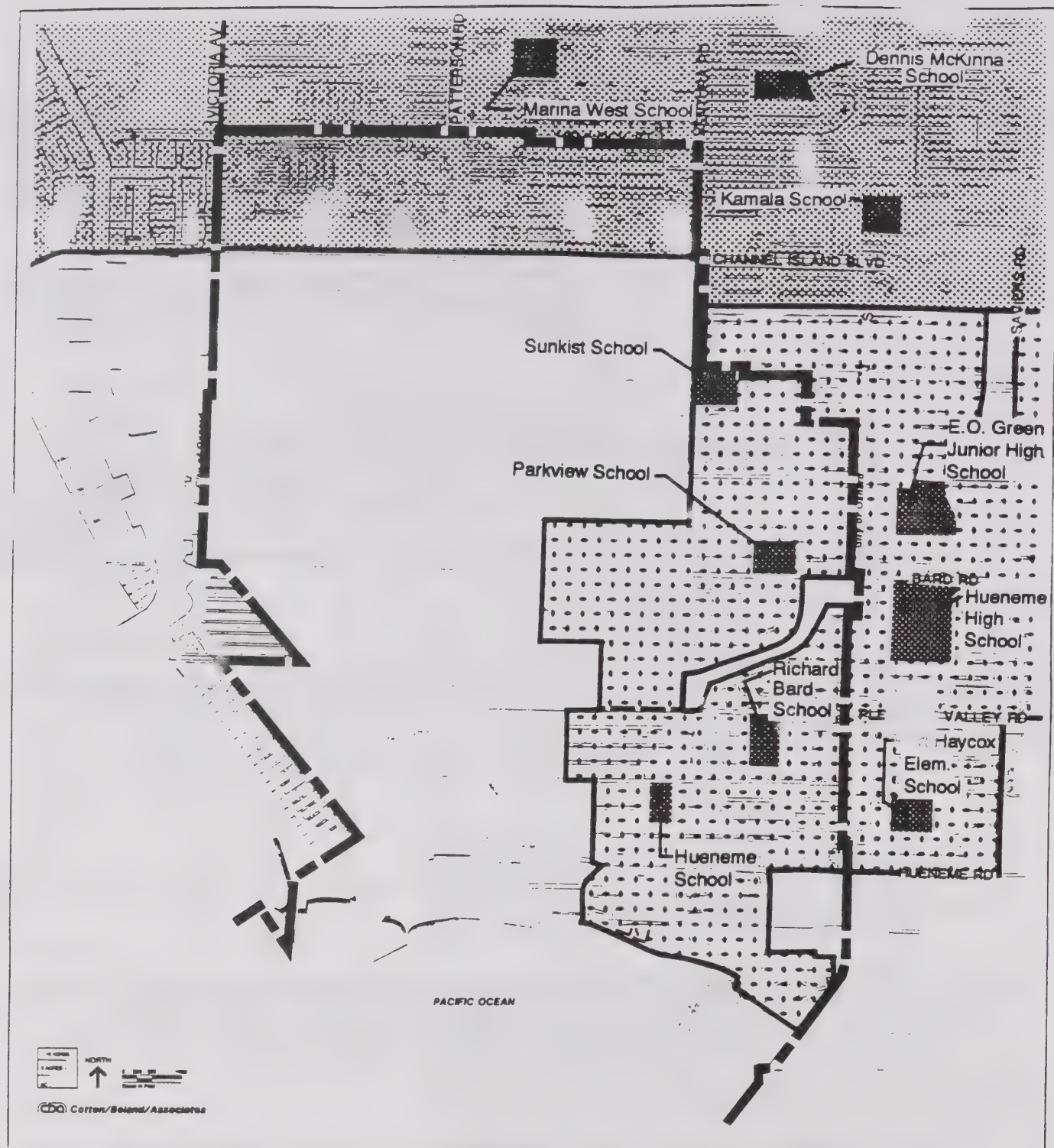


Figure PSF-6
School District Boundaries

Water Service: Water facilities in Port Hueneme are maintained and operated by the City's Public Works Department. Figure PSF-7 outlines the location of the basic facility structure. However, individual lines connecting each neighborhood are not illustrated.

Water is supplied to Port Hueneme by the United Water Conservation District (UWCD). The UWCD water supply line enters Port Hueneme at Pleasant Valley Road. The City's 12" line runs along Pleasant Valley Road, serving as the backbone to the water system. See Figure PSF-7 for additional information about the water facility infrastructure.

Sewer Service: The City of Port Hueneme operates and maintains sewer lines in the City, Hollywood by the Sea, and Silver Strand (see Figure PSF-8). The City of Oxnard also owns and operates a 27" trunk line down Ventura Road and Channel Islands Boulevard. All wastewater generated in Port Hueneme is processed at the Oxnard Treatment Plant. According to the Port Hueneme Public Works Department, the system with proper maintenance will serve the City's future population, and the Oxnard Treatment Plant has adequate capacity to process all wastewater from Port Hueneme.

The policies in this element serve to ensure that sewer service will be adequately provided and maintained by the City.

Storm Drain Service: The Ventura County Flood Control Division manages flood control facilities in Port Hueneme. The major channels in the City traverse the Bubbling Springs Linear Parkway, "J" Street, Channel Islands Boulevard, Patterson Road, and the northern portion of Ventura Road. (see Figure PSF-9). The design capacities (amount of storm water the channel was designed to accommodate) of these channels varies. According to the Ventura County Flood Control Division, no information is currently available about the design capacity of existing storm drain facilities. The

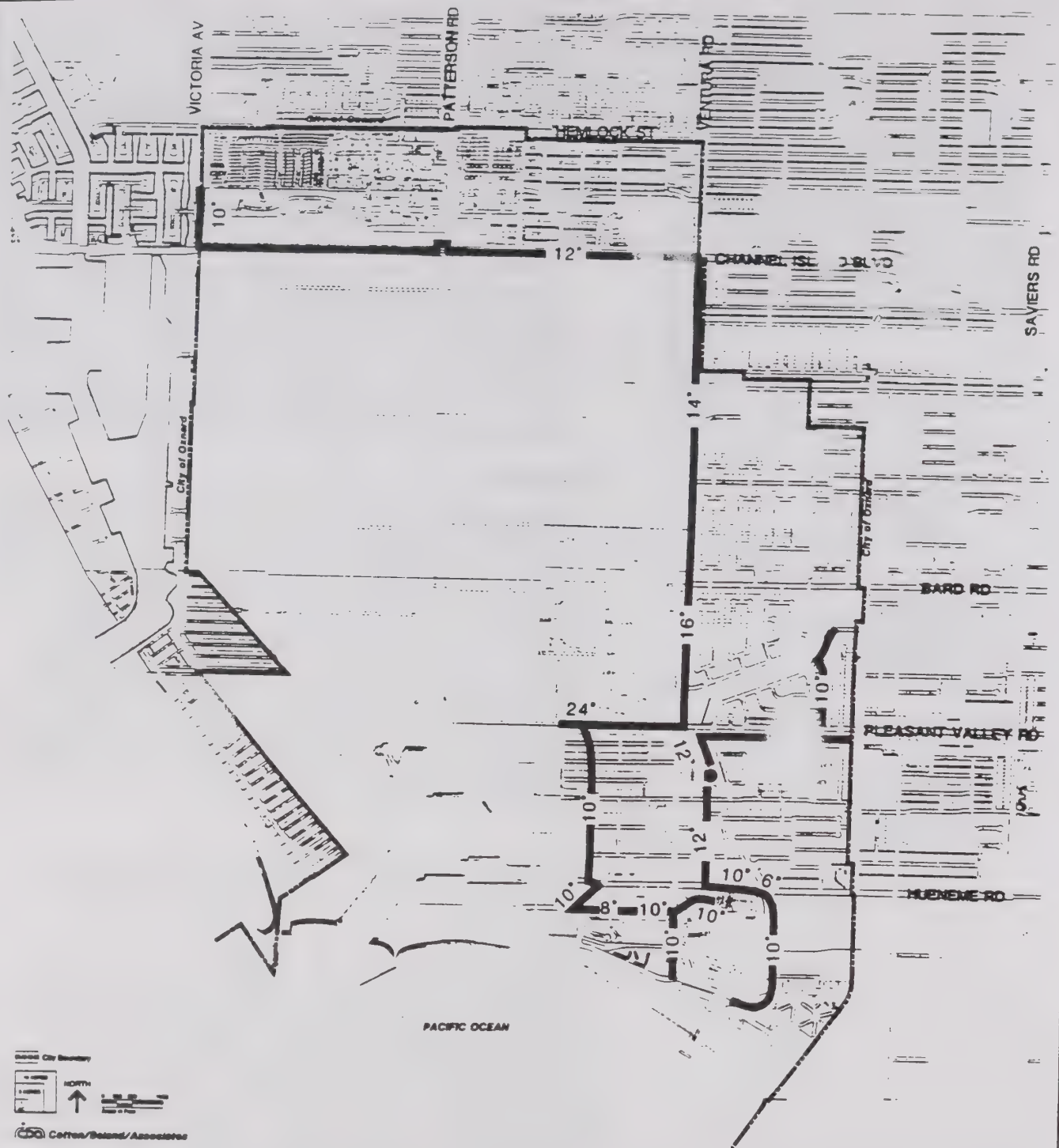


Figure PSF-7
Water Facilities

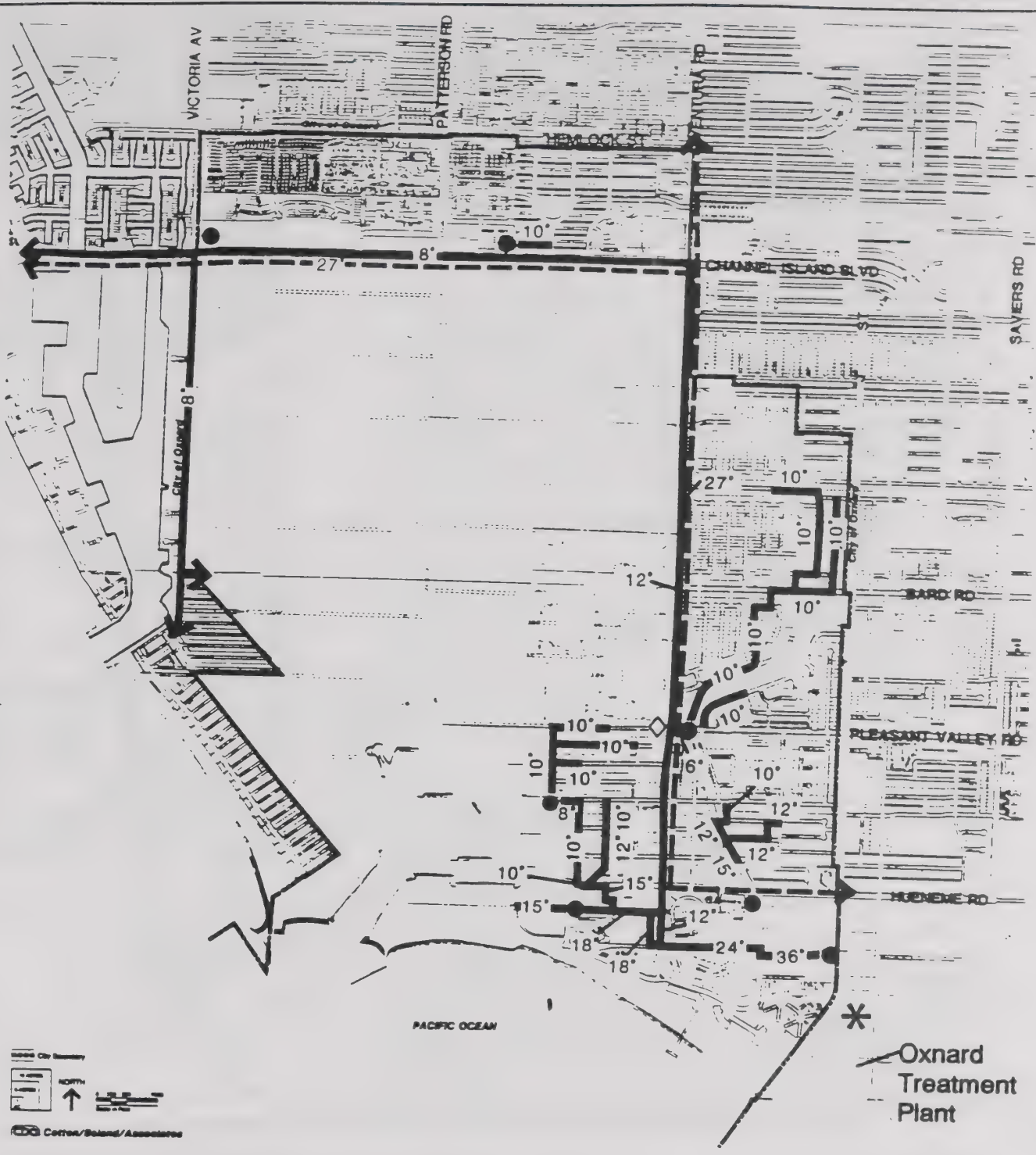


Figure PSF-8
Sewer Facilities

Division has, however, stated that drainage control in the City is generally adequate and no deficiencies exist.

The policies of this element serve to ensure that adequate storm drain facilities will be provided and maintained in all developed areas of the City.

Solid Waste Disposal: Solid waste collection and hauling services in Port Hueneme are provided by the City's Public Works Department and private operators. All nonhazardous residential and commercial solid waste collected within the City is disposed in Bailard Landfill. Compliance among local jurisdictions with the California Integrated Waste Management Act of 1989 (AB939) will result in reductions in the daily disposal at the Bailard Landfill.

Bailard Landfill's projected closure date is December 7, 1993, resulting from the expiration of the County's land use permit. However, an Environmental Impact Report is being prepared in response to extending the projected closure date to May, 1997. If Bailard Landfill is closed, Port Hueneme may send its solid waste to Simi Valley or Toland Road Landfills.

AB-939 mandates source reduction of solid wastes to prolong the lifespans of California's existing landfills. The law requires each jurisdiction to prepare a comprehensive solid waste management plan which would enable the jurisdiction to reduce its waste stream 25 percent by 1995 and 50 percent by 2000. Recycling and composting are key methods of source reduction encouraged by the law. The City of Port Hueneme has prepared a Source Reduction and Recycling Element (SRRE) in compliance with AB-939. An outline of the strategies included in the City's SRRE are contained in the Conservation/Open Space/Environmental Resources Element.

Another method to reduce the amount of waste delivered to landfills is to develop a transfer and materials recovery facility. The City of Oxnard and County Regional Sanitation District are trying to

develop such a facility. The City of Oxnard is currently (1992) requesting proposals for the construction of the facility. The transfer portion of the facility is anticipated to be in operation late 1993/early 1994; the material recovery portion, late 1994/early 1995. There are also plans to incorporate composting into the facility's operation by the year 2000. The transfer and material recovery facility could help the City of Port Hueneme reduce the amount of waste transported to landfills.

Energy Utilities: This section explores both electrical power and natural gas service to the City of Port Hueneme.

Electrical Service - Electrical power is provided to the City by the Southern California Edison Company (SCE). Port Hueneme contains both underground and above ground distribution lines, and SCE's electrical substation located at Third and Seaview Streets serves as a distribution center for electricity in Port Hueneme. All new residential developments and lines along Ventura and Pleasant Valley Roads are underground. However, the area above Hueneme Road east of the U.S.N.C.B.C. generally contains above ground lines.

The policies in this element will ensure that SCE maintains distribution lines throughout the City. This element will also promote the use of available energy conservation technologies and practices which have the capacity to reduce the consumption of electricity.

Electromagnetic Fields - There is controversy about the possible health hazards resulting from the delivery and usage of electric power. No conclusive data is available about the effects of electromagnetic fields.

Natural Gas Service - Natural Gas service is provided to Port Hueneme by the Southern California Gas Company (SCG) which

maintains a network of underground distribution lines throughout the City. The policies in this element will ensure that SCG will continue to provide adequate natural gas service to the City. This element will also promote the use of available energy conservation technologies and practices which have the capacity to reduce the consumption of natural gas.

Communication Services: This section explores both telephone and cable television service to the City.

Telephone Service: Telephone service is provided to Port Hueneme by the General Telephone Company. As with other public utility companies, the General Telephone Company is required by California PUC regulations to provide service to all new and existing developments. This element will serve to ensure that adequate telecommunication services are available throughout the City.

Cable Television Service - Cable television, along with other broadcast media, is important not only for its entertainment value, but also as a source of information during disasters or emergencies. This element will serve to ensure that cable television service continues to be available to all new and existing residential and commercial developments in the City.

Port Hueneme is served by the Jones Intercable cable television company. Cable television is currently available to all residents; however, connections to individual residences may not exist.

**GOAL 1: PROTECT PORT HUENEME'S
RESIDENTS, WORKERS, AND VISITORS FROM
FLOOD HAZARDS.**

Policy 1-1: Require mitigation for development in flood hazard areas as specified in the City's Zoning Ordinance - Flood Control Overlay.

Policy 1-2: Require local drainage improvements as part of all new development approvals.

**GOAL 2: MITIGATE THE POTENTIAL FOR LOSS
OF LIFE, INJURIES, DAMAGE TO PROPERTY,
AND ECONOMIC AND SOCIAL DISPLACEMENT
RESULTING FROM FUTURE EARTHQUAKES OR
OTHER GEOLOGIC HAZARDS; BY THE
AVOIDANCE, ELIMINATION, OR REDUCTION OF
RISK TO AN ACCEPTABLE LEVEL.**

Policy 2-1: Improve interjurisdictional cooperation and communication to improve disaster response and emergency preparedness.

Policy 2-2: Incorporate guidelines and recommendations resulting from the implementation of AB 3897, Seismic Hazards Mapping Act, as they become available into the Seismic Safety Element, Zoning Ordinance, and other City policy documents, codes, and guidelines.

Policy 2-3: Promote the public's education of earthquake and associated hazards through City newsletters, school programs, neighborhood groups, and other methods as appropriate.

Policy 2-4: Maintain, revise (when necessary) and enforce appropriate standards and codes to reduce or avoid all levels of seismic or geologic risk.

GOAL 3: ENSURE THAT LIFE AND PROPERTY IN PORT HUENEME ARE NOT ENDANGERED BY THE USE, STORAGE, OR TRANSPORT OF HAZARDOUS MATERIALS.

Policy 3-1: Support the Fire District Air Pollution Control District and County Environmental Health Department's monitoring of dry cleaners, film processors, auto service establishments, and other businesses which use hazardous materials or generate hazardous waste.

Policy 3-2: Ensure that new facilities involved with handling hazardous materials are located at a safe distance from other land uses that may be adversely affected by this activity, based on the fire code, industry thresholds, EPA regulations and other means.

Policy 3-3: Encourage citizens and crime watch organizations to report unlawful dumping of hazardous materials.

Policy 3-4: Support the enforcement of state and federal safety standards for the transportation of hazardous materials.

Policy 3-5: Recognize the necessity of transporting hazardous materials along key transportation routes.

- Seek establishment of additional checkpoints for hazardous materials transport.
- Limit stops and travel by hazardous materials transport vehicles in Port Hueneme to the maximum extent possible within federal guidelines.

Policy 3-6: Coordinate with neighborhood groups.

GOAL 4: PROTECT ALL PERSONS AND PROPERTY IN PORT HUENEME FROM URBAN FIRES.

Policy 4-1: Provide for Fire Department review of development plans as part of the review process for all new developments.

Policy 4-2: Pursue the development of a new fire station in Port Hueneme.

GOAL 5: PROTECT ALL PERSONS AND PROPERTY FROM CRIMINAL ACTIVITIES.

Policy 5-1: Provide for law enforcement review of development plans as part of the review process for all new development projects.

Policy 5-2: Ensure through the design review process that developments incorporate safety concerns into the site, circulation, and landscaping plans.

Policy 5-3: Promote the use of defensible space concepts (site and building lighting, visual observation of open spaces, secured areas, etc.) in all project designs.

Policy 5-4: Encourage citizen participation in public safety programs such as Neighborhood Watch, and facilitate educational programs dealing with personal safety awareness.

Policy 5-5: Promote public education programs involving safety issues.

Policy 5-6: Maintain preparedness for civil disorders through preparation of contingency plans and review of permits for parades, demonstrations, and special events.

GOAL 6: PROVIDE OPPORTUNITIES FOR QUALITY EDUCATION TO ALL KINDERGARTEN, ELEMENTARY SCHOOL, MIDDLE SCHOOL, AND HIGH SCHOOL-AGED RESIDENTS.

Policy 6-1: Cooperate with all the school districts to expand or upgrade its educational facilities, as deemed appropriate by the Planning Department.

Policy 6-2: Coordinate with the school districts in utilization of joint school/park facilities.

GOAL 7: MAINTAIN A CONSISTENT LEVEL OF QUALITY WATER SERVICE IN THE CITY AND PROMOTE WATER CONSERVATION.

Policy 7-1: Coordinate with the United Water Conservation District to conserve water.

Policy 7-2: Work closely with the Fox Canyon Groundwater Management Agency to preserve groundwater supplies.

Policy 7-3: Encourage through City's Landscape Design Standards the use of drought resistant landscaping to reduce overall water use.

Policy 7-4: Continue to require installation of ultra low-flow fixtures (toilets, faucets, etc.) in all new developments.

Policy 7-5: Support the City's Retrofit Rebate Program to reduce water consumption in existing developments.

Policy 7.6: Work closely with the Naval Construction Battalion Center (CBC) to develop a joint use water treatment plant, related facilities, and/or water purchase agreements to improve water quality both within the City and at the CBC.

GOAL 8: MAINTAIN A CONSISTENT LEVEL OF QUALITY SEWER SERVICE THROUGHOUT THE ENTIRE CITY.

Policy 8-1: The City will regularly review capacities of sewer lines to identify service inadequacies which should be addressed by the responsible public agencies.

Policy 8-2: Continue to provide adequate sewer infrastructure in Port Hueneme.

GOAL 9: PROVIDE AND MAINTAIN NECESSARY STORM DRAINAGE CONTROL FACILITIES.

Policy 9-1: Coordinate flood control planning with the Ventura County Public Works Department.

GOAL 10: PROVIDE NECESSARY CONTROL AND REDUCTION OF SOLID WASTE GENERATION AND DISPOSAL.

Policy 10-1: Implement the City's Source Reduction and Recycling Element.

Policy 10-2: Encourage composting as an alternative to disposal for organic wastes.

Policy 10-3: Investigate the feasibility of creating a curbside recycling program for all residential uses, and implement if cost effective.

Policy 10-4: Encourage and facilitate waste reduction, recycling, and use of recycled materials within City government offices and facilities.

Policy 10-5: Publicize and educate the public about waste reduction techniques and facilities.

Policy 10-6: Review waste collection procedures for conformance with safety codes.

Policy 10-7: Study the possibility of entering into an agreement with the City of Oxnard and Ventura County Regional Sanitation to participate in the transfer and materials recovery facility.

GOAL 11: ENSURE THAT THE CITY'S ELECTRICAL AND NATURAL GAS UTILITY INFRASTRUCTURE IS ADEQUATELY PROVIDED AND MAINTAINED BY SERVICE PROVIDERS; AND PROMOTE ENERGY CONSERVATION THROUGH APPLICATION OF ENERGY-SAVING TECHNOLOGIES AND EFFICIENT USE OF AVAILABLE ENERGY.

Policy 11-1: Encourage planned improvements to and the orderly extension of electricity and natural gas service systems in the City.

Policy 11-2: Require all new electrical transmission and distribution lines to be placed underground.

Policy 11-3: For new developments, encourage passive design concepts which increase energy efficiency by making use of the natural climate.

Policy 11-4: Require that new construction not preclude the use of solar energy systems installed on adjacent properties.

Policy 11-5: Encourage landlords and developers to install solar collectors within prescribed height limits.

Policy 11-6: Educate the public regarding the need for energy conservation, including techniques which can be employed and systems which are available.

**GOAL 12: PROVIDE QUALITY
COMMUNICATION SYSTEMS WHICH MEET THE
DEMANDS OF NEW AND EXISTING
DEVELOPMENT IN THE CITY.**

Policy 12.1: Require all new construction to be wired for telephone and cable television services.

**GOAL 13: CONTINUE TO PROTECT THE
PUBLIC'S SAFETY AT PUBLIC PARKS AND
RECREATION FACILITIES.**

Policy 13.1: Provide lifeguards at Hueneme Beach Park to protect ocean swimmers, to the extent that the City has financial resources to provide such services.

Policy 13.2: Design playground equipment to satisfy requirements established by the United States Consumer Product Safety Commission (USCPC).

*Public Safety and
Facilities Plan*

The Issues Section has identified a number of concerns, relating to flooding and seismic hazards, hazardous materials, urban fires and crime. The Plan section addresses these issues through an emergency response action plan. Additional information is provided for the handling and storage of hazardous materials and preventative measures to be undertaken prior to a seismic event. The Plan section does not include a discussion of public facilities, services, and utilities because these issues are addressed in the Goals and Policies section.

Emergency Response: Port Hueneme is part of the Ventura County Fire District and has its own police department to adequately provide the needed fire and police protection to the City. Information concerning both these services is contained in the Issues section of this element and the Goals and Policies section outlines steps to provide improved service.

The City's Multihazard Functional Plan designates the proper procedures that are to be followed during a major emergency. Emergency procedures include evacuation routes, care and shelter operations, and medical facilities.

Evacuation Routes: The City of Port Hueneme's Multihazard Functional Plan has designated routes to be utilized in emergency situations. Pleasant Valley Road is the eastern evacuation route, Ventura Road, the northern route, and Channel Island Blvd., the east/west route. During a crisis situation, residents would evacuate along these routes.

Care and Shelter Operations: The American Red Cross provides disaster relief in peacetime. The agency is charged with emergency lodging, food and clothing for individuals in shelters, food for disaster workers, and registration/inquiry service.

According to the City's Multihazard Functional Plan, schools and churches are the most preferred facilities for lodging during emergency situations. However, all

suitable buildings other than those being used for emergency functions may be used for lodging. Refer to Figure PSF-10 for the location of Sunkist School and the Recreation Center in Port Hueneme that can be preferably utilized during crisis situations.

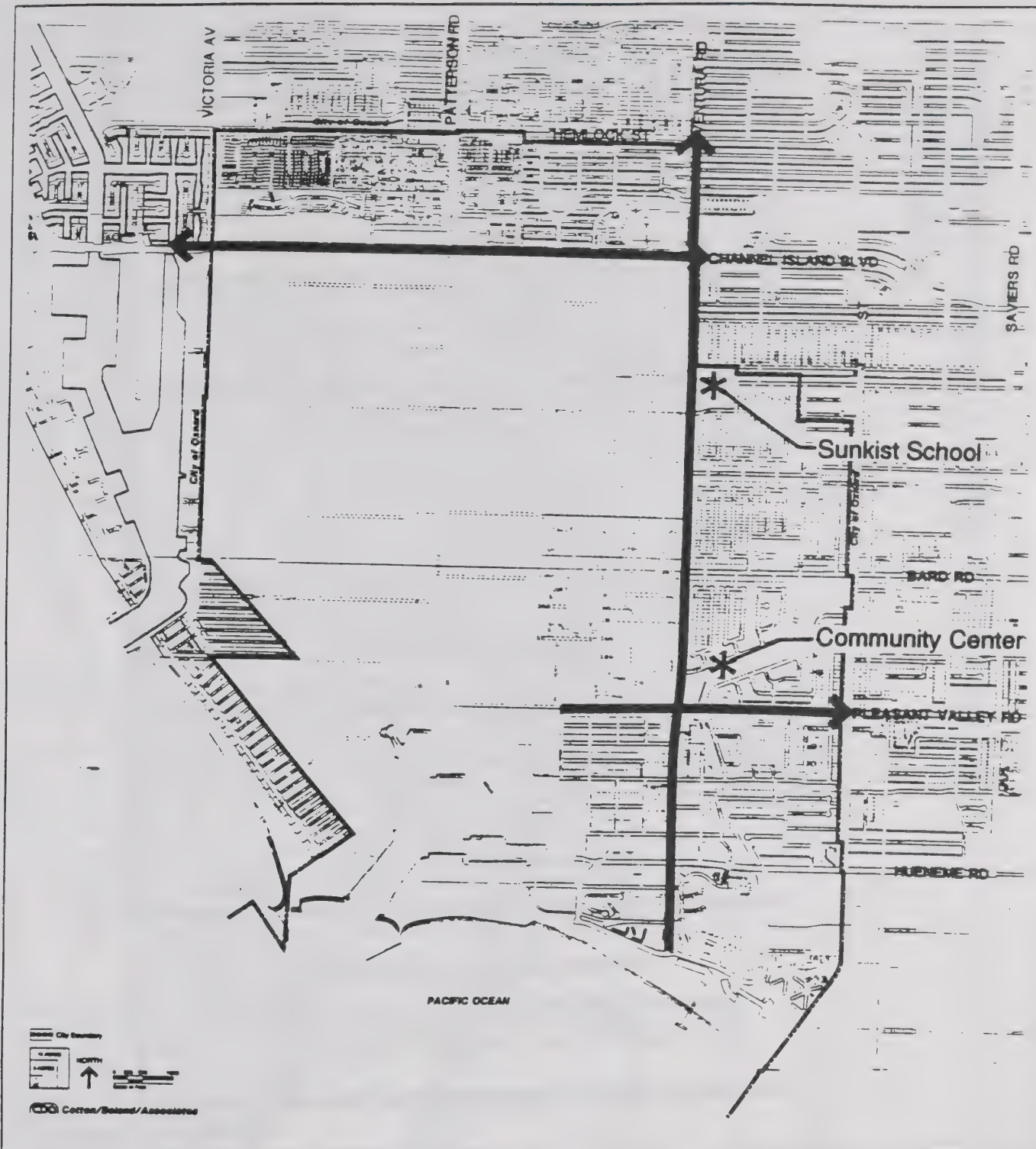
Medical Facilities: Port Hueneme residents have access to a number of hospitals regionally. However, only St. Johns Regional Hospital in Camarillo is located within a short driving distance of the City.

Hazardous Materials Plan: The Ventura County and Incorporated Cities Hazardous Waste Management Plan establishes goals, policies, and programs to ensure the safe handling, storage, and transportation of hazardous materials. Hazardous waste will be handled and stored according to the Hazardous Waste Management Hierarchy where source reduction is the first priority, followed by onsite recycling, onsite treatment, offsite recycling, offsite treatment, with disposal being the last resort. (See Figure PSF-11)

The Plan also designates the routes to be utilized for the transport of hazardous materials. (See Figure PSF-12)

As identified in the Issues Section, materials utilized at the Port of Hueneme may be considered hazardous. A series of mitigation measures have been adopted to ensure the continued safe operation at the Port. If the mitigation measure applies specifically to either the SCE or Tesoro facility, this is indicated in parenthesis.

1. Install some sort of sensing system and alarm to detect a spill early and notify the fire department. Examples of such systems include high and low alarms on the storage tanks, liquid detectors in the dike, and hydrocarbon vapor detectors. Any system should be developed in conjunction with and approved by the fire department. Such a system would allow rapid response to reduce the potential for ignition. (SCE, Tesoro)

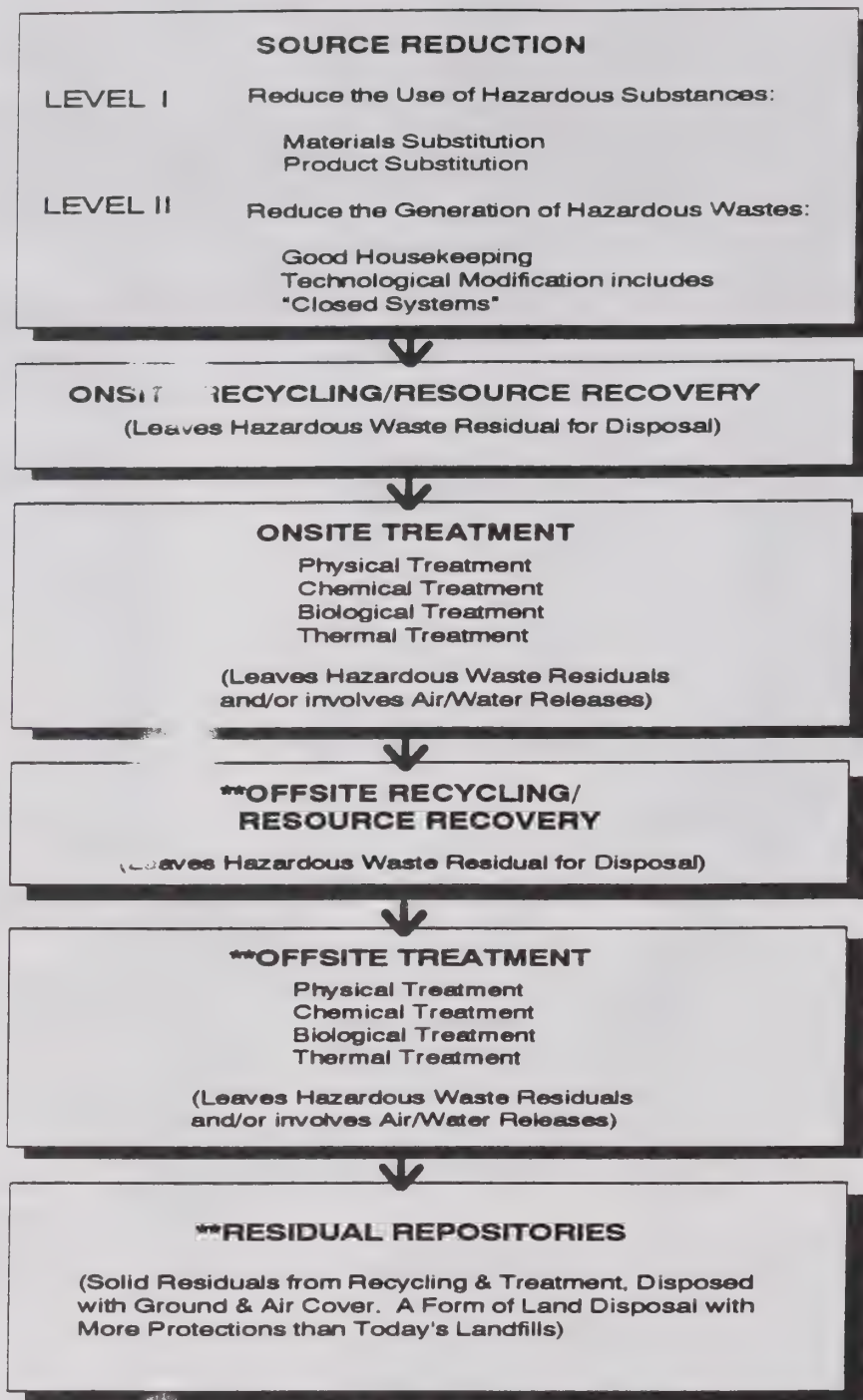


-  Shelters
-  Evacuation Routes

SOURCE: City of Port Hueneme Police Department (1992).



Figure PSF-10
Emergency Facilities



** Offsite Facilities Requiring "Siting"

SOURCE: Local Government Commission Correspondence, Sept. 1987.



Figure PSF-11
Hazardous Waste Management Hierarchy

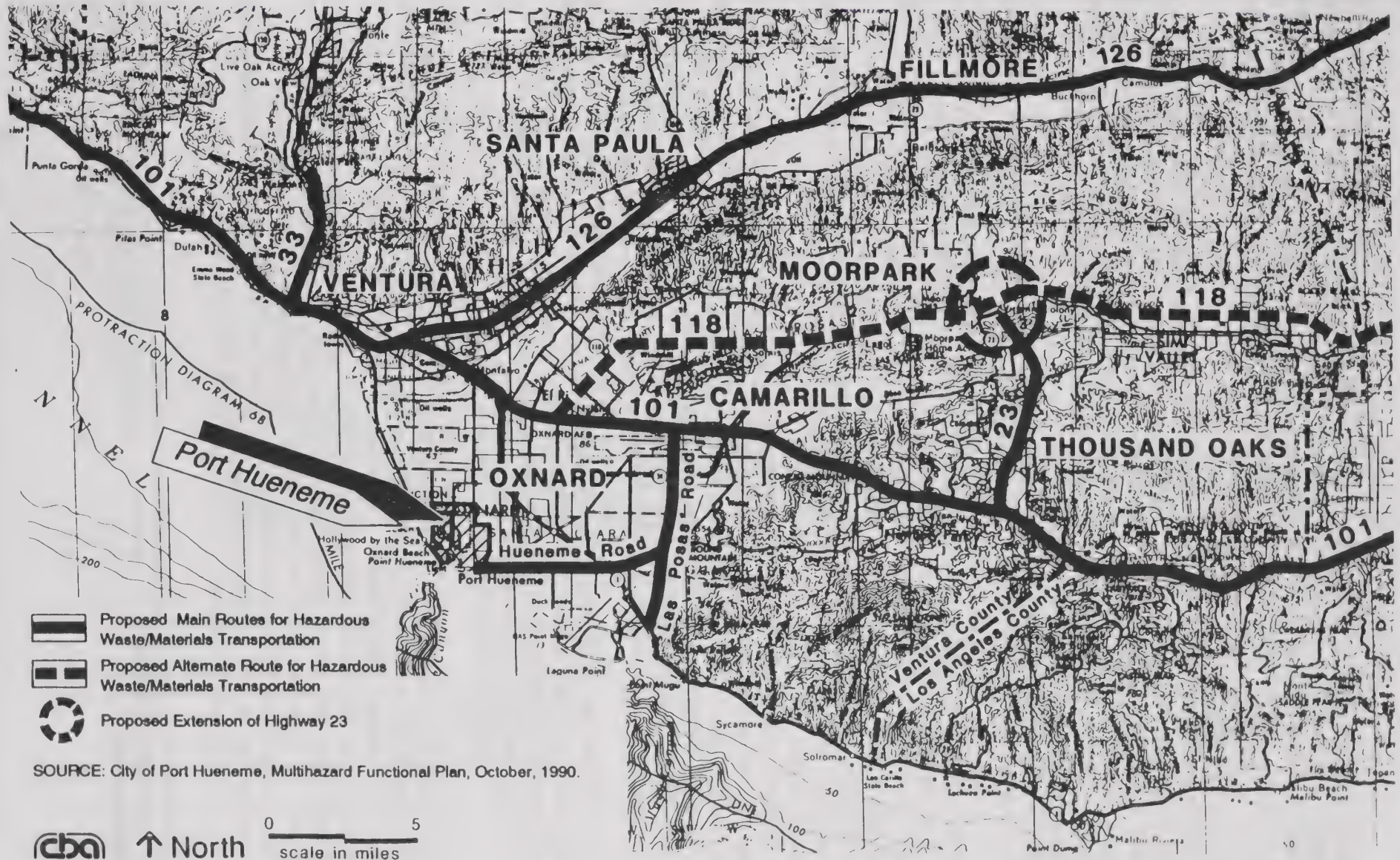


Figure PSF-12
Hazardous Waste Transportation Routes

2. Purchase and store on site an adequate amount of AFFF foam to be used by the fire department in the event of a petroleum fire or spill. The amount of foam required and the storage location of the foam should be approved by the fire department. (SCE, Tesoro)
3. Investigate the feasibility of SCE minimizing the long term storage of cutter stock in the tank. In addition, investigate the feasibility of having SCE notify the District, if the flash point of the stored product is below 200 Fahrenheit. (SCE)
4. New facilities or developments that would allow or encourage members of the public to congregate within existing hazard footprints should not be allowed unless mitigation measures are incorporated. In particular no schools, rest homes, day care centers, hospitals, or other facilities involving the congregation of children or mobility-impaired people should be allowed within the hazard footprint. (Tesoro)
5. Any development of the vacant property across the street from the Tesoro facility should be done so taking into consideration the potential hazards from the facility. In particular, no buildings should be allowed within the occupied building radiant heat hazard footprint. In addition, no parks or other places of public assembly should be allowed within the blast overpressure hazard footprint. All buildings constructed within any of the hazard footprints should contain tempered glass throughout. (Tesoro)
6. The Oxnard Harbor District and the County of Ventura Fire Protection District should finalize a fire prevention action agreement.
7. Because of the unique requirements for fighting shipboard fires, it is recommended that the Ventura Fire Protection District consider stationing a piece of fire equipment equipped with elevated nozzles near the Port.

8. The Oxnard Harbor District should continue to closely regulate the handling and storage of flammable materials within the confines of the Port. It is recognized that the Port and its users need some degree of flexibility when it comes to handling flammable or combustible products because the needs and requirements of industry change. The risk analysis previously conducted was based on the current products being handled at the Port. None of these products were classified as flammable, i.e., have a flash point less than 100°F. Hence, it is recommended that any proposal to bring flammable liquid bulk materials into the Port be treated on a case-by-case basis.
9. All of the storage tanks at Tesoro and the cutter stock storage tank at SCE are weak seam cone roof tanks designed to American Petroleum Institute (API) Standards. The tanks are designed such that in the event of an explosion inside the tank, the resulting pressure will lift the roof off preventing the sides of the tank from blowing apart. One known explosion resulting in flying debris was proven to be the result of improper tank installation. hence, one way to further reduce the possibility of flying debris from an explosion is to have a qualified engineer verify that the tanks meet API standards. (SCE, Tesoro)

Despite these preventative measures if an accident does occur, the Multihazard Functional Plan outlines steps to be undertaken during a hazardous material incident. The City will cooperate and assist in emergency operations as required.

Seismic Hazard Mitigation: The City of Port Hueneme cannot directly mitigate groundshaking hazards (e.g., liquefaction) because it is an inevitable effect of living in a seismically active region. The City requires that housing and other structures are designed to be as shock resistant as possible or feasible through the implementation of the City's building codes. Special review procedures will be incorporated on structures designed for human

occupancy, critical service structures, and vital emergency facilities which are essential during periods of emergency.

CITY OF PORT HUENEME

HEARING DRAFT

GENERAL PLAN

ECONOMIC DEVELOPMENT ELEMENT

July 1993

Cotton/Beland/Associates, Inc.
747 East Green Street, Suite 400
Pasadena, California 91101-2119

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ECONOMIC DEVELOPMENT ELEMENT

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ECONOMIC DEVELOPMENT ELEMENT

Introduction

Purpose: It is the intent of the Economic Development Element to define a set of policies which will assist the City's elected leadership and management in the formation of deliberate initiatives for the maintenance and enhancement of Port Hueneme's economic development. An Economic Development Element is not mandated as part of the City's General Plan by State law. However, this Element will support the City's desire to provide a fiscally stable economic base and to maximize employment opportunities for residents so that a favorable jobs/housing balance is maintained, all within the context of safeguarding Port Hueneme's quality of life. Since rising costs and restrictions on revenue sources, as well as economic cycles and structural changes, have placed cities in competition with one another, the Economic Development Element provides the realistic framework within which Port Hueneme can pursue its economic goals. Much of the research for this element was conducted prior to the emergence of the State government's extreme budget/fiscal condition. The complete ramifications of this situation cannot be assessed in this document. The City should vigilantly monitor this situation as it unfolds.

Scope and Content: The General Plan as a whole provides a comprehensive strategy for the management of the City's diverse physical, economic and social resources, so there is a high level of interrelationship among the elements of the General Plan. The Land Use Element provides for the types, density/intensity and distribution of development. The Economic Development Element provides for the manner in which the uses accommodated by the Land Use Element will be attracted to the City and/or

maintained at a high level of productivity over time. Other elements such as Circulation, Conservation/Open Space and Public Safety address in detail those services, resources and hazards that must be managed in order to facilitate activities specified in the Land Use and Economic Development Elements.

The Economic Development Element was developed through a process that involved a detailed Economic Audit of the City to identify the potential for, and the nature of, economic development over the next two decades. The Economic Audit included surveys of City residents, people from Port Hueneme and surrounding areas who shop in the City, retail business owners, and industrial business owners.

*Market Analysis/
Economic Audit*

This economic audit was undertaken to identify the potential for, and the nature of, further development in the City of Port Hueneme over the next two decades. Through the process of the audit the opportunities available to Port Hueneme, as well as the constraints that face the City, were identified. The audit provides the basis for two subsequent tasks: the fiscal impact analysis which will identify the net impact of potential development on City financial resources and the Economic Development Element of the General Plan with specific goals and policies to guide City actions related to economic development issues.

Summary of the Economic Audit: The following section summarizes the Economic Audit by economic sector. The summary presents findings which suggest issues to be addressed by the City of Port Hueneme, opportunities on which to build future growth, and constraints to acknowledge.

Housing Sector

- A shift in residential construction in Port Hueneme over the last decade from single-family to multi-family units reflects several concurrent trends: The continued construction of beach-oriented multi-family homes marketed to the second-home and local higher-end buyer; diminishing availability and/or size of parcels in undeveloped parts of the City; and infill construction on small parcels in developed areas of the City. These trends are expected to continue over the next two decades, resulting in construction of primarily multi-family units in the City.
- It is estimated that an additional 800 to 1,000 dwelling units may be constructed in Port Hueneme by 2010. Population growth provides valuable additional support for retail activity in the City.

- About 10% of all units in multi-family structures are used as second homes by persons living outside the City. (This does not include units that are purchased by non-residents and then rented out on a yearly basis.) Although the second-home market dwindles dramatically in a sluggish economy, suitable sites exist for this use such that over time Port Hueneme can expect that 10% of its new housing stock will be used as second-homes.

Second-home buyers provide some additional support for housing in Port Hueneme, but they provide only marginal additional support for retail activity due to the shorter-term nature of their visits and the relatively small number of these part-time residents.

Retail Sector

- Currently, there are 463,000 square feet of retail space in the City, all of which serves local neighborhoods and communities.
- High volume, discount outlets have recently proliferated throughout Southern California. Due to their size and merchandising techniques, these outlets draw from retail market areas that are geographically equivalent to regional centers; however, they are freestanding and do not depend on proximity to other commercial activities.

Many of these stores have site requirements that exceed the largest parcels in Port Hueneme. Other stores which may be physically accommodated in the City are satisfied with their existing location in the general area and are not planning to relocate or would not locate another store as close as Port Hueneme. A high volume discount outlet store is not currently located in the County.

- The ability of local-serving stores on Channel Island Boulevard to capture consumer dollars from

outside the City suggests that this is the most appropriate location for new retail development in the City of Port Hueneme relative to other locations within the City, should sufficient demand be identified.

- o New retail space supportable by population growth in Port Hueneme and nearby Oxnard is estimated to be 42,000 square feet by 2000 and 114,000 square feet by 2010. This is based on per capita income figures for new year-round and seasonal residents derived from recent sales data and a demand forecasting model which takes into account shopping patterns and typical sales volumes per square foot in local-serving space. Seasonal homeowners/users generate less than 5% of support for the projected space: since second homes are not occupied year-round, market support attributable to these units is less than that attributable to year-round units and may be an equivalent of four units to one unit occupied year round.
- o Retail space in the City now has a vacancy rate of 11%, most likely due to a combination of three factors: the slow economy, the relatively recent openings of two shopping centers, and older retail space that is becoming increasing non-competitive, particularly along Pleasant Valley Road and eastern Hueneme Road. Assuming that 4% of retail space in the city is vacant because of overbuilding and that this space will absorb new demand before additional space is needed, the amount of new supportable square footage by 2010 would be reduced from 114,000 square feet to 95,600 square feet.

Adjustments do not need to be made for vacant non-competitive retail space as it is a suitable target for re-cycling to other uses. As currently occupied older space is recycled, the potential amount of new space in the City is increased by an equivalent amount.

Hotel Sector

- The overall occupancy rate in the market area in which the City is located (the Cities of Port Hueneme, Oxnard and Ventura) was 59% over the past year. There is only very slight variation in occupancy rates when examined by type of customer base, location and room rate. An occupancy rate of 65% is the acceptable break-even level under normal hotel measurement criteria and is considered an acceptable stabilized occupancy rate.
- Approximately 70% of the customers of hotels in Port Hueneme and one in Oxnard closest to the Naval Base are Base-related. However, Base-related activity is not expected to increase so that support from this sector will not be a contributing factor to growth in the hotel market.

Overall, about 41% of all hotel clientele in the three-city area is business-related, while 36% is tourist-related. Sixteen percent of the customer base in the market area, includes mix of residential use, truckers, etc. Another 7% is attributable to Navy Base-related activity. Only the hotels in Port Hueneme and Oxnard in close proximity to the base mentioned clientele support related to the Base.

- Up to an additional 125 rooms in Port Hueneme may be supported by the market over the next 20 years. Market support for new hotels in the area will primarily be drawn from tourist activity. Some non-Base business support may be attracted by a facility in a particularly attractive location (i.e. with a water view) with meeting room facilities.

Given the source of market support, the location of a new facility in Port Hueneme is critical. A site on or within an easy walk to the beach can compete effectively with other facilities in the market. A location directly on the beach may

actually be able to increase Port Hueneme's share of the market.

The extent to which the market is now overbuilt suggests that development of a new facility is not feasible until the latter part of this decade.

Industrial Sector

- While the average annual amount of new industrial space increased over the last decade in Southern California, Ventura County captured a very small and declining share of the overall growth. In absolute terms, the average annual amount of industrial space developed in the County was 1.5 million square feet from 1980 to 1990 but decreased to 1.2 million square feet from 1986 to 1990.
- The City of Port Hueneme captured less than 1% of the industrial growth in Ventura County throughout the last decade. In contrast, Oxnard captured almost one-third of the industrial growth from 1986 to 1990.
- The vast majority of the 1,364 vacant acreage zoned for industrial use in Oxnard is located just south of Interstate 101. Discussions with local industrial real estate brokers indicate that the industrial areas in close proximity to Interstate 101 are considered prime locations. The Channel Islands Business Center on Highway 1 is considered a less attractive industrial alternative, while a location in the Hueneme Road Industrial Area, just east of Port Hueneme, generates relatively little interest.
- The industrial area in Port Hueneme and the nearby industrial area in Oxnard are in a location that serves harbor-related activity. However, off-shore oil activity is not expected to expand. Further, the relatively small amount of land required to support current cargo shipments through the Port suggests that any changes in the

level of cargo shipped through the Harbor District would most likely not result in a major change in land requirements. This does not preclude potential need for land by new users of the harbor, such as the recent purchase by Volvo of 15 acres for a vehicle processing center. It does suggest that identifiable on-going land requirements will not be generated by harbor-related activity.

- o The industrial area in Port Hueneme and the nearby industrial area in Oxnard have historically provided a lower-cost alternative to Oxnard industrial areas that are closer to Interstate 101 or population centers. (Historically land prices in the latter two areas have been \$5.50 to \$6.50 per square foot, while industrial land in the Hueneme Road area has sold for \$4.50 to \$5.00 per square foot). However, the relatively low level of industrial growth in the vicinity of Port Hueneme appears to indicate that the price level is not a widely accepted trade-off for sites that are some distance from prime locations.
- o Given the above considerations within the context of the particularly limited penetration of the City into the County-wide industrial market, as well as the limited penetration of the County into the Southern California industrial market, we have concluded that there is no practical basis for forecasting specific demand by industrial users at this time. Any such users would exhibit sporadic demand patterns related to some degree to overall demand for industrial land in southeastern Ventura County.

These practical marketing constraints indicate that the alternatives available to the City are: (1) to essentially landbank the industrial area for the long-term, or (2) to consider alternative land uses that may be more likely to generate near-term revenue to the City.

Aesthetically Pleasing Development

Landscaping, site planning, and architecture that is compatible with the surrounding community creates an aesthetically pleasing environment. The design and maintenance of commercial development is especially important as retail, office, and hotel/motel uses typically align major arterials. Achieving high quality design throughout a community contributes positively to consumers, workers, and residents' perception of a particular city, thereby attracting additional development to the area. As a result, design amenities influence economic development.

Relationship of the City to the Construction Battalion Center

This element recognizes the asymmetric fiscal/relationship between the City and the CBC. As an example, the CBC has exclusive recreation facilities not accessible to City residents, while CBC residents and personnel have access to City parks. The CBC does not contribute property taxes to provide a proportionate share of revenue to provide such City facilities. The City should be ready to explore ways of increasing the level of reciprocity between the two entities.

Summary of the Market Analysis: The following section analyzes future residential, retail, hotel, and industrial development in Port Hueneme.

Housing Analysis

In 1980, there were 6,717 dwelling units in the City of Port Hueneme, of which 32% were single-family detached homes, and 68% were in multi-family structures--25% were attached single-family units and 43% were in other types of multi-unit structures. (See Tables ED-1 and ED-2).

**TABLE 1
HISTORICAL GROWTH OF DWELLING UNITS IN PORT HUENEME
AS SHARE OF PORT HUENEME, OXNARD AND VENTURA AREA**

Year	Port Hueneme	Oxnard	Ventura	Total	Port Hueneme as Share of Total
1980	6,717	30,552	28,784	68,453	10%
1981	6,909	30,553	30,338	71,100	10%
1982	6,971	34,362	30,845	72,178	10%
1983	7,093	35,441	31,313	73,847	10%
1984	7,078	35,593	31,848	74,519	9%
1985	7,070	36,020	32,370	75,460	9%
1986	7,133	36,447	32,976	76,556	9%
1987	7,190	36,772	33,429	77,391	9%
1988	7,349	37,432	33,904	78,885	9%
1989	7,365	37,748	34,483	79,596	9%
1990	7,444	38,369	35,195	81,008	9%
1980-1990	727	5,417	6,411	12,555	6%
1980-1990					
Single-Family	508	5,174	4,456	10,138	5%
Multi-Family	291	243	1,955	2,417	9%
Total Units	727	5,417	6,411	12,555	
Single-Family	70%	96%	70%	81%	
Multi-Family	30%	4%	30%	19%	
Total Units	100%	100%	100%	100%	
Source: State Department of Finance; U.S. Census Bureau; The Natelson Co., Inc.					

**TABLE ED-2
HISTORICAL GROWTH OF DWELLING UNITS BY TYPE**

	1980			1980			
	Detached SF	Attached SF	Other MF	Detached SF	Attached SF	Other MF	Total
Port Hueneme	2,167	1,650	2,900	32%	25%	43%	100%
Oxnard	18,127	2,073	12,752	55%	6%	39%	100%
Ventura	17,297	1,902	9,585	60%	7%	33%	100%
Total	37,591	5,625	25,237	55%	8%	37%	100%

	1990			1990			
	Detached SF	Attached SF	Other MF	Detached SF	Attached SF	Other MF	Total
Port Hueneme	2,303	2,022	3,119	31%	27%	42%	100%
Oxnard	21,712	3,662	12,995	57%	10%	34%	100%
Ventura	20,082	3,573	11,540	57%	10%	33%	100%
Total	44,097	9,257	27,654	54%	11%	34%	100%

	1980-1990			1980-1990			
	Detached SF	Attached SF	Other MF	Detached SF	Attached SF	Other MF	Total
Port Hueneme	136	372	219	19%	51%	30%	100%
Oxnard	3,585	1,589	243	66%	29%	4%	100%
Ventura	2,785	1,671	1,955	43%	26%	30%	100%
Total	6,506	3,632	2,417	52%	29%	19%	100%

Port Hueneme as Share of Total Growth	2%	10%	9%
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Source: U. S. Census Bureau; The Natelson Company, Inc.

The housing stock in the City increased by 727 units between 1980 and 1990 to 7,444 dwelling units. Of the new units, 19% were single-family detached homes, 51% were single-family attached units, and 30% were in other types of multi-unit structures. Thus, 81% of all new dwelling units were in multi-unit structures, compared to 68% of existing dwelling units in 1980. The shift towards multi-family units reflects several concurrent trends: the continued construction of beach-oriented multi-unit homes marketed to the second-home and local higher-end buyer; diminishing availability and/or size of parcels in undeveloped parts of the City; and infill construction on small parcels in developed areas of the City.

An average of 60 multi-unit homes was constructed per year between 1980 and 1990 in the City. In the larger housing market in which Port Hueneme is a part, which includes Oxnard and the City of Ventura, a total of 6,049 multi-unit homes were constructed at an average rate of 600 units per year. Port Hueneme captured approximately 10% of the total market for multi-family units.

An average of 13 single-family detached units were constructed per year between 1980 and 1990 in the City. A total of 6,506 detached homes was constructed in the larger housing market during this period, an average of 650 per year. Port Hueneme captured 2% of the total market for detached homes.

The vacancy rate in Port Hueneme throughout the 1980's was higher than in surrounding communities and in most other communities in the County, most likely reflecting a higher relative number of second-homes. The overall vacancy rate in the late 1980s was approximately 10% while a vacancy rate of about 3% is typical in places with no second homes. Discussions with realtors indicated that the second-home market is primarily a multi-family unit market. Assuming that the single-family detached segment in the City experienced the more typical 3% vacancy rate, the resulting vacancy rate for multi-family units is approximately 13%. Allowing for the same 3%

typical vacancy rate in multi-family units, it appears that approximately 10% of all multi-family units are used as vacation or second homes. (More than 10% of all multi-family units may be owned by persons from outside the area but if they are rented out on an annual basis, they are not used as a vacation or second-home.)

Current Conditions - The housing market in Port Hueneme is impacted by the current recession as is the housing market in the rest of Southern California. Sales in both the second-home and the local market have slowed. The level and profile of current activity is not viewed as a relevant indicator of long-term market potential.

Projected Housing Activity - Projections of future demand for housing were derived by considering three approaches:

- 1) The first approach utilized SCAG population projections for the County and the Oxnard-Ventura subregion (which includes Port Hueneme, Oxnard, Ventura, Camarillo, Santa Paula, Ojai and surrounding unincorporated areas). SCAG data shows that as of 1988, there were 636,900 persons in the County. Of that, 61% were in the Oxnard-Ventura sub-region. Port Hueneme represented 5% of the sub-region.

SCAG projections show that by 2010, an additional 271,800 persons will be living in the County and that the Oxnard-Ventura sub-region will capture 64% of the growth, or 173,000 new residents. A constant capture rate by Port Hueneme of 5% indicates that the City would experience a population increase of 8,650 persons. Adjusting for the population increase since 1988 (approximately 800), the City would experience an additional 7,850 people over the next 18 years. At an average household size of 2.85, an additional 2,750 housing units would be in demand by 2010.

- 2) The second approach utilized Port Hueneme's relationship to the housing sub-market in which it is located. As indicated above, the sub-market includes the Cities of Port Hueneme, Oxnard and Ventura. In the 1980s, Port Hueneme captured 6% of population growth. The General Plans of Oxnard and Ventura project an increase of 18,400 persons and 16,400 persons, respectively, by 2010. If Port Hueneme maintains its share of this submarket, the increase in population in the City would be 2,220 persons. At an average of 2.85 persons per unit, an additional 780 units would be required.
- 3) The third approach reviews the absorption rate (as approximated by construction rates) of the time period of 1980 and 1990. (Construction rates over this extended period of time are considered an appropriate approximation of absorption rates, as over time all units were purchased and/or rented). The last decade included both slow economic times (early part of the decade) and healthy economic times (the latter part of the decade) and provides a reasonable indicator of potential in the long-term. As indicated above, 60 multi-family units were constructed per year and 13 single-family units per year, thereby providing an additional 1,314 units by 2010.

Conclusion - SCAG projections are based on a "top-down" approach that begins with specifics of a very large area and then allocates to smaller areas in a more generalized manner. The magnitude of the projected housing demand for Port Hueneme derived from SCAG data (Approach 1) relative to projections based on more local data (Approaches 2 and 3), suggests that SCAG substantially overstates the City's housing potential. However, the Land Use Element provides adequate support to satisfy SCAG's housing projections.

The approach that utilizes the absorption rate of the last decade may overstate the potential somewhat as it includes the absorption rate for single-family

detached homes, a product for which there is a decreasing amount of suitable parcels. It is likely that almost all new units in the City will be multi-family units. Projections based on past multi-family unit absorption only indicates that there may be an additional 1,080 units by 2010. Thus, the approach based on local data provides a projected increase of dwelling units in Port Hueneme of 800 to 1,000 units by 2010.

Retail Analysis

Types of Retail Outlets - A field survey undertaken by The Natelson Company, Inc., indicates that there are 463,000 square feet of retail space in the City of Port Hueneme. (This estimate excludes second-story space and buildings specifically constructed and/or entirely used for office activity.) As shown by Table ED-3, 40% of the retail space is occupied by two types of businesses: 25% of the total square footage is occupied by food stores and 16% by eating and drinking establishments. Almost 20% is occupied primarily by commercial services--personal, business and health services. (Commercial services typically occupy approximately 20% of retail space in neighborhood and community shopping areas.)

Specialty and drug stores each occupy 9% of the total square footage and 5% of the space is occupied by apparel stores. The balance of the space is used by a mix of the following types of stores: home furnishings, appliances, packaged liquor and auto/boat supplies.

Occupancy Levels - The overall vacancy rate is estimated to be approximately 11%. This occupancy rate is considered high and may be reflective of the current slow economy, which began approximately mid-year 1990, as well as the relatively recent opening of Beachport Center (1989 through 1990) and Mandalay Village in 1989.

**TABLE ED-3
EXISTING RETAIL SPACE**

	Proximate Square Feet	Percentage Distribution
Apparel	22,023	4.75%
Appliances	1,600	0.35%
Auto/Boat Supplies	4,930	1.06%
Drug Stores	39,692	8.57%
Eating and Drinking Establishments	75,020	16.20%
Packaged Liquor	13,049	2.82%
Food	114,196	24.66%
Home Furnishings	1,477	0.32%
Specialty	43,343	9.36%
Personal Services	31,304	6.76%
Business Services	45,755	9.88%
Health Services	11,223	2.42%
Other	8,971	1.94%
Vacant	50,582	10.92%
TOTAL RETAIL SPACE	463,165	100.00%

* Does not include: Second story space or buildings specifically designed/used for office space; free-standing bank buildings; service stations.

Source: Field survey by The Natelson Co., Inc., realtor and management companies.

Location of Retail Space - Almost three-quarters of all retail space in the City is located along Channel Islands Boulevard or on Ventura Road just north of Channel Islands Boulevard in the following shopping centers: Oliveira Plaza, Mandalay Village, Hardy Plaza, Town and Shore, Hueneme Bay Shopping Center and one small unnamed center. Another 15% of the retail space is located at the intersection of Hueneme and Ventura Roads in the Beachport Center, Hueneme Center, and a few small buildings in close proximity to the Beachport Center. The balance is located primarily in the vicinity of Ventura and Pleasant Valley Roads, with a small amount along Hueneme Road, east of Ventura Road, and in the industrial area on Surfside Drive.

Level of Retail Service - Examination of the size and type of outlets and the grouping of stores in shopping centers suggests that all retail commercial space serves local neighborhoods and communities.

Profile of Retail Activity in the City Relative to Surrounding Areas - Comparison of total taxable retail sales per capita in the City of Port Hueneme to nearby city per capita figures suggests a low overall capture rate by the City. Total per capita retail sales in Port Hueneme in 1990 were approximately \$2,500, compared to \$6,400 in Oxnard and \$10,800 in the City of Ventura (see Table ED-4). Some of the variation between Ventura and the other two cities may be explained by difference in income levels: 1990 estimated per capita household income of Port Hueneme, Oxnard, and Ventura was \$12,771, \$11,977, and \$14,619 respectively, however, most of the variation has to do with relative lack of certain shopping opportunities.

Currently, the City does not offer any shopping facilities that capture a regional market. Table ED-5 shows the type of location in which the eleven different types of retail purchases are likely to be made. Apparel, general merchandise, and specialty goods--purchases that are typically made in

TABLE ED-4 TAXABLE RETAIL SALES

City of Port Hueneme

Year	Total Retail Taxable Sales	Total Household Population: Jan 1	Retail Sales Per Capita	Retail Sales Per Capita Relative to County
1985	\$34,774,000	18,273	\$1,908	39%
1986	35,429,000	18,236	\$1,943	38%
1987	37,008,000	18,358	\$2,016	36%
1988	39,222,000	18,617	\$2,107	36%
1989	40,637,000	18,883	\$2,152	35%
1990	47,406,000	19,168 *	\$2,473	41%

City of Oxnard

Year	Total Retail Taxable Sales	Total Household Population: Jan 1	Retail Sales Per Capita	Retail Sales Per Capita Relative to County
1985	\$586,746,000	124,954	\$4,696	98%
1986	666,661,000	127,254	\$5,239	102%
1987	731,185,000	129,392	\$5,651	101%
1988	776,423,000	132,336	\$5,867	100%
1989	852,533,000	135,568	\$6,289	103%
1990	896,664,000	140,021	\$6,404	106%

City of Ventura

Year	Total Retail Taxable Sales	Total Household Population: Jan 1	Retail Sales Per Capita	Retail Sales Per Capita Relative to County
1985	\$725,921,000	83,909	\$8,651	177%
1986	804,293,000	85,084	\$9,453	183%
1987	877,281,000	86,545	\$10,137	182%
1988	973,766,000	87,675	\$11,107	190%
1989	995,504,000	89,864	\$11,078	181%
1990	973,727,000	90,406	\$10,771	178%

County of Ventura

Year	Total Retail Taxable Sales	Total Household Population: Jan 1	Retail Sales Per Capita
1985	\$2,824,424,000	576,844	\$4,879
1986	3,053,884,000	592,144	\$5,157
1987	3,396,472,000	609,144	\$5,576
1988	3,656,859,000	626,376	\$5,841
1989	3,934,995,000	642,728	\$6,122
1990	3,959,479,000	655,317	\$6,042

* April 1990

Sources: State Department of Finance, State Department of Equalization
U.S. Census Bureau, The Natelson Co., Inc.

**TABLE ED-5
POTENTIAL DISTRIBUTION OF RETAIL SALES**

<u>Retail Category</u>	<u>Regional</u>	<u>Community/ Neighborhood</u>	<u>Freestanding/ Specialty</u>	<u>Other Non-Center</u>
Shopper Goods				
Apparel	70%	20%	10%	
General Merchandise	70%	20%	10%	
Furniture, Appliances	30%	20%	50%	
Specialty	80%	10%	10%	
Convenience Goods				
Drug	10%	75%	15%	
Food(Supermarkets, etc.)	10%	75%	15%	
Packaged Liquor	10%	70%	20%	
Eating and Drinking	15%	25%	60%	
Heavy Commercial Goods				
Bldg Mat, Hdwe, Farm Imp	5%	30%	25%	40%
Auto Dealers and Parts	2%	2%	2%	94%
Service Stations	0%	0%	0%	100%

regional malls--will most likely be captured by the Esplanade Shopping Center in Oxnard and the Buenaventura Mall in Ventura. The City of Port Hueneme is within the market areas of both malls, which offer a total of almost 1.5 million square feet of regional shopping space. In addition, the Center Point Mall in Oxnard, although more a large community center than a regional mall, is anchored by a 76,000 square foot general merchandise store and K-Mart Shopping Center is anchored by an 84,000 square foot general merchandise store. Both these latter two centers are located on Channel Islands Boulevard and easily serve the residents of Port Hueneme. The existing regional concentrations, the location of Port Hueneme at the southwestern edge of the regional market, projected low population growth in the City, and lack of a suitable size site for a regional center precludes this use in Port Hueneme.

In contrast to regional activity, some local-serving activity is well-positioned geographically to serve portions of Oxnard. Currently three major food stores in the City are located along Channel Islands Boulevard. While total per capita sales in Port Hueneme is relatively low, as indicated above, the per capita sales volume of food stores in the City is almost twice as high as that in Oxnard--\$812 versus \$414. Given the likelihood that the largest food stores in Port Hueneme serve areas of Oxnard as well, a weighted average (by population) of taxable food sales per capita in both cities was calculated. This resulted in a per capita food sales of \$635, a similar figure to the \$611 per capita in food sales in the City of Ventura. The ability of local-serving stores on Channel Island Boulevard to capture consumer dollars from the outside community suggests that this is the most appropriate location for new retail development in the City of Port Hueneme relative to other locations within the City, should sufficient demand be identified.

Projected Retail Activity - An increase in demand for retail space in the City will be generated by the population increase in Port Hueneme and the portion

of Oxnard that is in reasonable proximity to Channel Islands Boulevard. The Housing Analysis Section projects a potential increase in housing units in Port Hueneme of 800 to 1,000 units by 2010. For the purpose of this analysis, the high-end of the range and an overall household size of 2.85 is used to estimate an increase in population by 2010. In addition, it is assumed that 90% of all units are inhabited year-round. Thus, an increase in population of approximately 2,560 persons is projected for Port Hueneme by 2010. Utilizing per capita income figures for new residents derived from recent housing sales data and a demand forecasting model which takes into account shopping patterns and typical sales volumes per square foot in local-serving retail space, retail space supportable by the new population by 2010 is estimated to be about 46,000 square feet. (This projection does not include demand for space in regional malls.)

Occupants of units used as second-homes will provide an additional source of demand for retail goods in Port Hueneme. As mentioned above, approximately 10% of all multi-family units in Port Hueneme are used as second homes. Since second homes are not occupied year-round, market support attributable to these units is less than that attributable to year-round units and may be an equivalent of four units to one unit occupied year round. Assuming that per capita income of occupancy of these units is about twice that of year-round residents, this source of demand is estimated to provide support for additional 3,200 square feet by 2010.

The household population in Oxnard is projected to increase by 15,770 by 2010. Assuming approximately one-fifth of the residential development will occur within an area served by commercial activity in Port Hueneme, 3,940 persons will be added to Port Hueneme's market area. Utilizing the same approach described above, the total amount of additional local-serving retail space supportable in the City by Oxnard residents by 2010 is estimated to be about 40,000 square feet.

A total of 114,100 square feet of new non-regional space will be supported by growth in Port Hueneme's market by 2010, as shown below:

**TABLE ED-6
PORT HUENEME RETAIL MARKET
TOTAL NEW SUPPORTABLE SQUARE FOOTAGE
1995-2010 (CUMULATIVE)**

Source of Market Demand	1995	2000	2005	2010
Port Hueneme Year-Round	7,800	19,600	39,000	57,800
Port Hueneme-Second Home	400	1,100	2,165	3,200
Oxnard(1)	7,300	20,800	200	53,700
TOTAL	15,500	41,500	400	114,100
(1) Based on capture of demand generated by 20% of growth in Oxnard household population				

The vacancy factor in Port Hueneme must be accounted for in this analysis. Currently, retail space in the City has a vacancy rate of about 11%, most likely due to a combination of three factors: the slow economy, the relatively recent openings of two shopping centers, and older retail space that is becoming increasingly non-competitive, particularly along Pleasant Valley Road and eastern Hueneme Road. The degree to which the economy is impacting the vacancy rate can only be definitively determined as the economy improves. The extent to which the vacancy remains high in a healthy economy is the extent to which the market is now overbuilt and to which there is non-competitive space. Should there appear to be overbuilding of new space, the projected increase in supportable retail space would be reduced by the overbuilt amount. Assuming that approximately 4% of retail space in the City is vacant because of overbuilding, the amount of new supportable square footage by 2010 would be reduced by 18,500 to 95,600 square feet. This approach avoids plans that would impact existing space.

Adjustments do not need to be made for vacant non-competitive retail space as it is a suitable target for recycling to other uses. As currently occupied older space is recycled, the potential amount of new space in the City is increased by an equivalent amount.

High Volume/Discount Outlets - A relatively new development in retailing can be seen in the high volume, discount outlets that have proliferated throughout Southern California. Due to their size and merchandising techniques, these outlets draw from retail market areas that are geographically equivalent to regional centers; however, they are freestanding and do not depend on proximity to other commercial activities. Almost all have specific locational criteria that pertain to size of lot, market support requirements, other locations of their own store and location of major competitors. Many of these stores have site requirements that exceed the largest parcels in Port Hueneme (i.e., PACE requires 13 acres, Price Club requires 12 acres, Walmart requires 12 to 14 acres). The consultant contacted the corporate offices of four stores whose site requirements may be accommodated in Port Hueneme on either Parcel 1 (4.45 acres) or Parcel 16 (10.08 acres) to identify any possible interest in locating new or relocating existing stores. Three of the stores--Home Depot, Home Club and Builders Emporium are satisfied with their existing location in Oxnard and would not locate another as close as Port Hueneme. The fourth store--CostCo--is not currently located in the County but is considering a location in Thousand Oaks at this time.

Table ED-7 provides a profile of the latter four stores' locational requirements.

TABLE ED-7
HIGH VOLUME/DISCOUNT OUTLET SITE SELECTION CRITERIA

SITE SELECTION CRITERIA	COSTCO	HOMI CLUB	HOME DEPOT	BUILDER'S EMPORIUM
Acreage Requirement:	10 to 40 acres	8.5 acres	8 to 10 acres	N/A
Typical Building Size:	117,000 Sq. Ft.	104,000 square feet plus 10,000 square foot outside nursery area	102,370 square feet plus 20,000 square foot garden/building supply yard	40,000 square feet plus 12,000 square foot garden/building supply yard.
Market Support Requirements:				
Trade Area Definition:	Flexible, based on market surveys of local shopping patterns and locations of competitive facilities in proximity to specific site.	3-mile radius	6- to 8-mile radius	10- to 15-mile radius
Trade Area Population:	200,000 residents	100,000 residents (this requirement is flexible if site is in rapidly growing area).	250,000 to 300,000 residents	35,000 residents within immediate city; 75,000 - 100,000 residents in total trade area.
Trade Area Income:	Flexible, but seeks sites in "relatively affluent" areas	Median household income of at least \$25,000	N/A	"Middle to Upper"
Access/Visibility Requirements:	Freeway access if not a necessity. Required level of visibility depends on the relative locations of major competitors in the trade area.	Prefers freeway visibility or major highway	Prefers freeway visibility and access	Prefers location on major artery with high visibility. Does not require freeway visibility.
Nearest Existing Locations:	None in Ventura County	Oxnard	Oxnard (on Vineyard)	Oxnard (Oxnard Blvd near Gonzales).
Planned New Facilities in County:	Looking at Thousand Oaks	Possibly	No	No.
Currently Seeking Site in Area:	No	No, too close to Oxnard store	No	No, too close to existing store.
Comments:	The cost of land in southern California typically prevents Costco from remaining within their target overall occupancy/cost levels. Accordingly, they consider incentives from local agencies critical in their site selection decisions. The most attractive incentive from their perspective is shared sales tax revenue (ratio varies depending on city) to cover short-fall in rate of return resulting from high land costs. Land is also an attractive incentive, as is any incentive which lowers overall occupancy costs (e.g. reduced traffic mitigation fees).			

TABLE ED-8
SIZE DISTRIBUTION OF EXISTING HOTEL-MOTEL FACILITIES
IN PORT HUENEME, OXNARD
AND THE CITY OF VENTURA

Size	Number of Facilities	Percent of Total	Number of Rooms	Percent of Total
20-39 rooms	15	40%	411	11.4%
40-99 rooms	10	26%	731	20.3%
100-199 rooms	7	18%	948	26.3%
200+ rooms	6	16%	1,517	42.0%
	38	100%	3,607	100.0%

Two of the four facilities in Ventura with between 100 and 199 rooms are either in a marina or within a few blocks of the beach. The other two are in the southern portion of the City of Ventura just off of Interstate 101. There are two facilities in Oxnard with between 100 and 199 rooms: one is just off Interstate 101 in the northern portion of the City and the other is on Highway 1. This latter hotel was the only one in the entire market area that indicated that truckers are a component of their customer base. The facility in Port Hueneme with over 100 rooms is located within several blocks of the beach.

Age - Just over one-half of all facilities in the market area were constructed during the 1980's. Twenty-two percent were constructed in the 1970s, 18% were constructed in the 1960s and the balance (9%) were constructed prior to 1960.

All facilities constructed prior to 1970 had less than 100 rooms with one exception--a 273-room facility on the water in Oxnard constructed in the late 1960s. The other twelve hotels with over 100 rooms were constructed in the 1970s and 1980s. In fact, 10% of the hotels constructed in the 1960s were over 100

rooms, as do 60% constructed in the 1970s and 57% constructed in the 1980s. Viewed from another perspective, we see that 45% of rooms constructed in the 1960s were in hotels with over 100 rooms, while in the 1970s and 1980s the comparable figure was 81%. This is an indicative of not only a growth in a market but also the financial realities of hotel construction and operation.

Source of Business - Overall, about 41% of all hotel clientele in the Port Hueneme-Oxnard-Ventura area is business-related while 36% is tourist-related. Another 7% is attributable to Navy Base-related activity. Only the hotels in Port Hueneme and one in Oxnard in close proximity to the base mentioned has clientele support related to the base.

The balance of the customer base in the market area (16%) includes residential use, truckers, etc.

Room Rates - Approximately 31% of all facilities price their rooms at less than \$40 per night, both in the summer and winter seasons. Another 24% price their rooms between \$40 and \$65 in the summer and winter while 5% price their rooms between \$40 and \$65 in the winter but over \$65 in the summer season. Forty percent of the facilities price their rooms over \$65 in both the summer and winter seasons.

Occupancy Rate - An occupancy rate of 65% is the acceptable break-even level under normal hotel measurement criteria and 70% is considered an acceptable stabilized occupancy rate. The overall occupancy rate in the market area was 59% in 1991. There is only a very slight variation in occupancy rate when examined by type of customer base, location, and room price.

Potential Hotel Facilities in Port Hueneme-Oxnard-Ventura Area - The potential for development of major hotel-motel facilities in Port Hueneme involves making a projection of the total demand in the future in the three-city area, and assessing the potential for

the City to attract some share of the projected market.

The demand for hotel-motel facilities is a function of a number of component market forces, including: the growth of the employment base; popularity of the larger region as a destination for tourist and related recreation activities; the continued growth of office activities; and general growth of travel on the State Highway and Interstate Freeway through the area.

Given the projected expansion of the Ventura County economy (subsequent to general economic recovery in the nation and southern California) and the continued popularity of Southern California as a destination for recreation at tourist activities, the demand for hotel-motel facilities is projected to increase in the future at rates comparable to, but somewhat lower than, those experienced during the last 20 years. While an average of 120 rooms per year were constructed between 1960 and 1991, the 1980s are generally seen as a period of over-building hotel rooms throughout Southern California. Thus, an average of 95 rooms per year are projected for the next 20 years.

Table ED-9 provides an analytical overview of the residual demand for hotel and motel facilities. Currently, there is a competitive inventory of 3,600 rooms with an overall occupancy 59% occupancy rate, whereas an occupancy rate of 65% is the acceptable break-even level under normal hotel measurement criteria and 70% is the acceptable stabilized operating level. Thus, if this same number of rooms that are now in demand were in a market with an occupancy rate of 65% or 70%, the total inventory would be 3,274 or 3,040, less rooms than currently exist. Therefore, there is an estimated over-supply of 332 to 566 rooms.

**TABLE ED-9
DEMAND PROJECTIONS FOR HOTEL AND MOTEL FACILITIES
IN PORT HUENEME, OXNARD, VENTURA AREA**

TOTAL ROOMS IN COMPETITIVE INVENTORY	3,607
	.59
Current Occupancy Rate	2,128
Rooms Currently in Demand	3,274
Total Supportable Inventory @ 65% Occupancy Rate	3,040
Total Supportable Inventory @ 70% Occupancy Rate	332 - 566
Current Over-Supply	120
Annual Room Absorption Rate, 1970-1991	95
Annual Room Absorption Rate, 1992-2010	1,900
Projected Absorption, Next 20 Years	332 - 566
Current Over-Supply	1,568 - 1,334
TOTAL Potential New Supply, Next 20 Years	

Given that the absorption rate is projected to continue at 95 rooms a year, the market could support an additional 1,900 rooms over the next 20 years. Adjusting for the current over-supply, a total of 1,334 to 1,568 rooms could be absorbed in the inventory over the next 20 years.

Potential Facilities in Port Hueneme - The City of Port Hueneme currently has 294 rooms, approximately 8% of the existing inventory in the larger area. Assuming a sustained continued capture of future activity, it is estimated that an additional 106 to 125 rooms may be built in the City over the next 20 years. While some of the hotels and motels in close proximity to the Navy base appear to have occupancy rates above the overall average, a large component of their clientele is related to the Base. Base-related activity is not expected to increase nor is the general level of business activity in Port Hueneme expected to increase substantially. Therefore, the market support for new hotels in the area will primarily be drawn from tourist activity. Some non-Base business support may be attracted by a facility in a particularly attractive location (i.e. with a water view) with meeting room facilities.

Given the source of market support, the location of a new facility in Port Hueneme is critical. A site on or within an easy walk to the car compete effectively with other facilities in the market. A location directly on the beach may actually be able to increase Port Hueneme's share of the market beyond 8%.

The extent to which the market is now overbuilt suggests that development of a new facility is not feasible until the latter part of this decade.

Industrial Analysis

Table ED-10 estimates the amount of industrial building space (in square feet) constructed between 1980 and 1990 in the entire five-county Southern California region. For this eleven-year period, industrial construction within the region totalled 246.9 million square feet, or an average of 22.4 million per year. During the latter five years of this period, regional industrial construction accelerated to an average 24.9 million square feet annually. These estimates were derived by dividing the total value of industrial development in each year (as reported in building permit data) by an average construction factor of \$42.56 per square foot. The annual building permit valuation figures were adjusted to 1990 constant dollars to correspond to the \$42.56 factor which reflects 1990 cost levels.

A shift in the location of industrial growth from Los Angeles County to Orange, San Bernardino and, Riverside Counties can be seen by examining shares of growth: Los Angeles County's share of growth over the eleven-year period was 47% but only 14% from 1986 to 1990. In contrast, Orange County's share of growth over the eleven years was 19% while its share was 45% from 1986 to 1990; San Bernardino county's share over the eleven-year period was 19% but 25% from 1986 to 1990; and, Riverside County's share was 9% over the eleven-year period but increased to 12% from 1986 to 1990.

Ventura County did not share in the overall increase in industrial activity in the region. Ventura County captured 6.8% of the growth in the eleven-year period--the smallest share of growth among all five counties. The County's share of growth decreased to only 4.8% of industrial activity from 1986 to 1990. In absolute terms, the average annual amount of industrial space developed in Ventura was 1.5 million from 1980 to 1990 while between 1986 and 1990 the annual average was 1.2 million.

Table ED-10 also estimates the amount of industrial building space constructed within Ventura County, by location. From 1980 to 1990, industrial activity within the County took place primarily in Camarillo, Simi Valley, Oxnard, Ventura, and in Moorpark. Eighty-five percent of all industrial activity took place within these cities. These same five cities captured 87% of the growth from 1986 to 1990. Both Moorpark and Oxnard increased their capture rate of industrial growth in the latter five years. Moorpark captured 11% of new industrial activity in the County from 1980 to 1990, however, it captured 19% of new activity from 1986 to 1990. Oxnard captured 16% of the growth from 1980 to 1990 while it captured 29% of the growth from 1986 to 1990.

In contrast to the above cities, the City of Port Hueneme captured less than 1% of the growth during the last decade.

Current Overview of Port Hueneme and Oxnard Industrial Areas - According to data developed in late 1989 for the Oxnard General Plan, Oxnard has 1,364 acres of vacant land zoned for various types of industrial activity. These included 473 acres for business and research park, 439 acres for limited industrial activity, 216 acres for light industrial activity, 50 acres in the central industrial area, and 186 acres of industrial activity that is coastal dependent.

TABLE ED-10
INDUSTRIAL DEVELOPMENT BY JURISDICTION

Jurisdiction	1980-1990 Industrial Development	1980-1990 Average Annual	Percentage Share	1986-1990 Average Annual	Percentage Share
Ventura County	16,864,732	1,533,157	6.8%	1,196,024	4.8%
San Bernardino County	46,922,063	4,265,642	19.0%	6,161,048	24.8%
Riverside County	22,046,570	2,004,234	8.9%	2,875,399	11.6%
Los Angeles County	115,146,405	10,467,855	46.6%	3,568,609	14.4%
Orange County	45,889,333	4,171,758	18.6%	11,065,263	44.5%
	246,869,103	22,442,646	100.0%	24,866,343	100.0%
Camarillo	3,828,616	348,056	22.7%	201,590	16.9%
Fillmore	21,903	1,991	0.1%	0	0.0%
Moorpark	1,812,266	164,751	10.7%	225,240	18.8%
Ojai	66,827	6,075	0.4%	6,388	0.5%
Oxnard	2,543,861	231,260	15.1%	344,909	28.8%
Port Hueneme	1,868	170	0.0%	374	0.0%
San Buenaventura	2,454,084	223,099	14.6%	83,485	7.0%
Santa Paula	209,311	19,028	1.2%	22,397	1.9%
Simi Valley	3,663,343	333,031	21.7%	187,217	15.7%
Thousand Oaks	837,794	76,163	5.0%	45,153	3.8%
Ventura Co. Uninc Area	1,424,858	129,533	8.4%	79,272	6.6%
COUNTY TOTALS	16,864,732	1,533,157	100.0%	1,196,024	100.0%

Source: Construction Industry Research Board; Security Pacific Bldg Permit Data; The Natelson Co, Inc.

The vast majority of these acres is located just south of Interstate 101, thereby providing direct access to that freeway. Discussions with local industrial real estate brokers indicate that the industrial areas in close proximity to Interstate 101 are considered prime locations and have historically sold for about \$5.50 to \$6.50 a square foot. The Channel Islands Business Center on Highway 1 is considered a less attractive industrial alternative selling historically in the \$5.50 range. The Hueneme Road Industrial Area, just east of Port Hueneme, historically has sold for about \$4.50 to \$5.00 a square foot, but has generated relatively little interest. The somewhat lower prices in the latter area do not appear to be a widely accepted trade-off for the location. (Historical prices are provided for purposes of comparison among areas as the current recession has drastically reduced the level of activity. Prices of sales that do occur are often very low. For example, a recent sale just south of 101 was \$4.25 per square foot).

The industrial area in Port Hueneme is on Hueneme Road (extending southward), just west of Oxnard's Hueneme Road Industrial Area. Currently, there are 10.08 acres of vacant land as well as some underutilized acreage.

The Hueneme Road Industrial Area in Oxnard is host to a number of older heavy, industrial users. Newer users include ten harbor-related businesses (off-shore support, vehicle processing center, welding services, marine services), one naval base-related business, and five non-coast related businesses (two manufacturers of impression material for dental products, a component assembler of window shutters, a sand blaster, and a manufacturer of metal castings). Several of the harbor-related businesses had been located in the Harbor District or on the Naval Base but were required to move to accommodate other activity.

The industrial area in the City of Port Hueneme is host to thirteen businesses, of which four businesses

may be classified as harbor-related (a welding service, fish processor, boat builder, and marine industrial supply company), a manufacturer of metal castings, two self-storage businesses, an auto repair shop, an auto parts store, a dog obedience school, a dollmaker and a surfboard repair service. In addition, there are two businesses that have closed and a VFW post.

Projected Industrial Activity in Port Hueneme - The industrial area in Port Hueneme and the nearby industrial area in Oxnard are in a location that serves harbor-related activity. However, off-shore oil activity is not expected to expand. Further, the relatively small amount of land required to support current cargo shipments through the Port suggests that any changes in the level of cargo shipped through the Harbor District would most likely result in a major change in land requirements. This does not preclude potential need for land by new users of the harbor, such as the recent purchase of 15 acres for a vehicle processing center. This does suggest that identifiable on-going land requirements will not be generated by harbor-related activity.

The industrial area in Port Hueneme and the nearby industrial area in Oxnard also provide a lower-cost alternative to Oxnard industrial areas that are closer to Interstate 101 or population centers. However, the relatively low level of industrial growth in the vicinity of Port Hueneme appears to indicate that the price level is not a widely accepted trade-off for sites that are some distance from prime locations.

(A few industrial users in the Port Hueneme industrial area and Oxnard's Hueneme Road Industrial Area indicated that one of the reasons they had originally chosen their location was its rural surroundings. Although this may still be true for some sites in Oxnard, it is not true for industrial land in Port Hueneme.)

Given the above considerations within the context of the particularly limited penetration of the City into

the County-wide industrial market, as well as the limited penetration of the County into the Southern California industrial market, we have concluded that there is no practical basis for forecasting specific demand by industrial users at this time. Any such users would exhibit sporadic demand patterns related to some degree to overall demand for industrial land in southeastern Ventura County.

These practical marketing constraints indicate that the alternatives available to the City are: (1) to essentially landbank the industrial area for the long-term, or (2) to consider alternative land uses that may be more likely to generate near-term revenue to the City.

Employment Analysis

The 1990 Census reports that 10,984 Port Hueneme residents are in the labor force, including 2,011 residents in the armed forces. The recent economic recession experienced nationwide significantly affected unemployment rates. A total of 536 persons in Port Hueneme were unemployed during the 1990 Census.

The various industries in which Port Hueneme residents worked in 1990 are presented in Table ED-11. The most prevalent industry types were retail trade and public administration.

TABLE ED-11
INDUSTRY OF EMPLOYMENT FOR
PORT HUENEME RESIDENTS: 1990

Industry	Number of Residents	Percent of Total
Agriculture, Forestry, and Fisheries	465	6
Mining	62	1
Construction	510	6
Manufacturing, Nondurable Goods	371	4
Manufacturing, Durable Goods	788	9
Transportation	253	3
Communications and Other Public Utilities	206	2
Wholesale Trade	396	5
Retail Trade	1,371	16
Finance, Insurance, and Real Estate	508	6
Business and Repair Services	475	6
Personal Services	316	4
Entertainment and Recreation Services	129	2
Professional and Related Services:		
Health Services	705	8
Educational Services	444	5
Other Professional and Related Services	389	5
Public Administration	1,049	12
TOTAL EMPLOYED	8,437	100

Source: U.S. Department of Commerce, Bureau of Census, 1990 Census Report

*Summary of Fiscal
Impact Analysis*

The fiscal impact analysis of General Plan land use identifies incremental costs and revenues of the proposed new development. Likely costs and revenues were identified through discussions with department heads, in conjunction with review of the City budget and the Cost Control System report. Given that the proposed new development will take place within an urbanized setting and represents a relatively small increase in overall development, additional costs to the City will be minimal relative to additional revenues. Thus, incremental and administrative cost categories such as Legislative Management Services and Finance are assumed to be negligible. The analysis uses constant 1992 dollars. (Only property tax revenue is adjusted and it is adjusted annually downward to represent the likelihood that the 2% cap on assessed valuation will prevent the value from rising at the same rate as other revenues and costs.)

Table ED-12 presents an acreage distribution by land use category.

**TABLE ED-12
LAND USE ACREAGE DISTRIBUTION FOR NEW DEVELOPMENT
1993 TO 2001**

Land Use	Residential	W/Hotel	W/Public Uses
Residential	33.5 ac	33.5 ac	24.0 ac
Retail	7.0 ac	5.5 ac	4.0 ac
Industrial	10.1 ac	10.1 ac	0
Hotel	0	1.5 ac	1.5 ac
Office	0	0	0
Public	0	0	21.3 ac
TOTAL	50.5 ac	10.5 ac	50.5 ac
POPULATION	950	950	680
HOUSING UNITS	335	335	240

Note: Totals may not add due to rounding.
Source: The Natelson Company, Inc., 5/28/92

The timing of development is based on findings of the market analysis as well as the mix of development under each Alternative.

- It is expected that housing starts will be stronger by the end of this year. Thus housing development begins in Year 5 at a rate of 45 dwelling units per year. The start date and the annual average does not change with the total number of units, so that a higher number of units means that development will continue to occur further into the future.
- Hotel development is projected to occur around Year 10.
- Industrial development is projected to occur around Year 7.
- Commercial development is dependent to a very large extent on growth in the population of the City and nearby Oxnard. Due to the proposed density of 10 dwelling units per acre in all land use alternatives and the use of some sites for non-residential purposes, the potential increase in the City's population is not substantial. New retail development is projected to begin in Year 6 and possibly not be built out for another 10 years.

General Plan Land Use policy provides for retail development that is supportable by the permanent and seasonal population in the City and surrounding areas.

Visitor-supported commercial development includes a wide range of uses such as water slides, theaters, bowling alleys, etc. A set-aside of some sites for potential interest by developers may be appropriate but these uses should be viewed as possibilities in the long term. As each of these uses have particular site and market needs, the City may wish to solicit developers to determine needs and interest.

Given the net fiscal surplus status of all the various development options, recurring cost recovery is adequate. Given the City's location on the Oxnard Plain, there is no anticipated development outside the City that would generate fiscal impacts within the City, such as traffic impacts.

Tables ED-13 through ED-15 list revenue and cost summaries for each alternative. The precise pattern of development cannot be predicted. However, since the preponderance of developable land is in the redevelopment area, it can be assumed that most of the tax increment, less any passthroughs would be available to the redevelopment agency.

**TABLE ED-13
PORT HUENEME FISCAL IMPACT REPORT**

	Scenario 1
	Year 20
REVENUES:	
Property Tax	1,505,000
Transfer Tax	24,000
Total Sales Tax	1,076,000
Franchise Fees	397,000
Business Licenses	562,000
Transfers From Other Agencies	641,000
Miscellaneous Revenue	371,000
Total Recurring Revenue	4,576,000
COSTS:	
Legislative	0
Management Services	0
Finance	0
Community Development	45,000
Recreation and Community Service	408,000
Public Works	34,000
Police	417,000
Total Recurring Costs	904,000
NET SURPLUS (DEFICIT) BASED ON RECURRING ITEMS	3,672,000
One-time Bed Tax	150,000
TOTAL NET SURPLUS (DEFICIT)	3,822,000

**TABLE ED-14
PORT HUENEME FISCAL IMPACT REPORT
(WITH HOTEL)**

	Scenario 1A

	Year 20

REVENUES:	
Property Tax	1,685,000
Transfer Tax	24,000
Total Sales Tax	937,000
Franchise Fees	397,000
Business Licenses	541,000
Transfers From Other Agencies	641,000
Miscellaneous Revenue	372,000

Total Recurring Revenue	4,597,000
COSTS:	
Legislative	0
Management Services	0
Finance	0
Community Development	46,000
Recreation and Community Service	408,000
Public Works	34,000
Police	422,000

Total Recurring Costs	910,000
NET SURPLUS (DEFICIT) BASED ON RECURRING ITEMS	3,687,000
One-time Bed Tax	150,000
TOTAL NET SURPLUS (DEFICIT)	3,837,000

**TABLE ED-15
PORT HUENEME FISCAL IMPACT REPORT
(WITH PUBLIC USES)**

	Scenario 1B
	Year 20
REVENUES:	
Property Tax	1,044,000
Transfer Tax	19,000
Total Sales Tax	673,000
Franchise Fees	110,000
Business Licenses	104,000
Transfers From Other Agencies	491,000
Miscellaneous Revenue	237,000
Total Recurring Revenue	2,678,000
 COSTS:	
Legislative	0
Management Services	0
Finance	0
Community Development	35,000
Recreation and Community Service	313,000
Public Works	21
Public Works: Maintenance of New Parks	630
Police	261,000
Total Recurring Costs	1,260,000
NET SURPLUS (DEFICIT) BASED ON RECURRING ITEMS	1,418,000
One-time Bed Tax	108,000
TOTAL NET SURPLUS (DEFICIT)	1,526,000

*Goals, Policies
and Actions*

The Economic Development Program is organized by three major topics or goals. They are:

- 1) General Fund Revenue Enhancements through increasing property tax, sales tax and hotel tax revenues.
- 2) Intergovernmental Revenue Enhancements with such entities as the CBC, Port District and City of Oxnard (e.g. Ormond Beach).
- 3) Redevelopment Programming including the Market Street area and the Sunkist site.

Each goal, which sets an ideal for the future, is accompanied by a series of policies and actions. Policies give more specific direction than a goal and provide a clear commitment of intent. Actions are specific steps, programs, etc., which state the means to implement the policies. To ensure that the goals, policies and actions remain relevant, the Economic Development Element requires an update approximately every five years.

The following presents the goals, policies and actions for economic development in the City of Port Hueneme:

**GOAL 1 : TO MAXIMIZE THE AMOUNT OF
SALES TAX REVENUE CAPTURED BY THE CITY
OF PORT HUENEME.**

Policy 1.1: Attract 114,000 square feet of new community and neighborhood-serving retail development by 2010 in order to maximize market potential.

Action 1.1.1: The City should encourage the types of community and neighborhood-serving stores that currently serve the City. This may involve such activity as direct solicitation of headquarters of chain stores and placement of advertisements in trade journals.

Action 1.1.2: The City should monitor interest in Port Hueneme by owners of independent stores through inquiries received by the Chamber of Commerce, City Business License section, Building and Safety Division, and Planning Division. The purpose of such monitoring efforts is to identify individual business that may not be identified through other means.

Action 1.1.3: The City should improve lines of communication between retailers and the City, through periodic forums or a designated City contact person, on issues of concern. Issues of concern to the current retail base may impact the perception of business owners considering Port Hueneme as a new location. On-going efforts to address issues provide a means not only for resolution, but for further understanding and clarification.

Action 1.1.4: The City should develop, in conjunction with the Chamber of Commerce, an on-going program to promote the City's shopping opportunities to residents of Port Hueneme and surrounding communities. Existence of such a program supports efforts to capture new retail activity in Port Hueneme.

Action 1.1.5: The City should retain high standards regarding landscape and design requirements for commercial buildings.

Action 1.1.6: The City should consider encouraging unique design features and/or amenities in future shopping centers. This can be achieved through the planning review process during which the City indicates its wishes, formal design guidelines and design review process, or a height and/or density bonus.

Policy 1.2: Secure the City's existing community-serving commercial core along Channel Islands Boulevard and Ventura Road thus retaining sales tax revenue in the City, to meet the needs of the current and projected population.

Action 1.2.1: The City should implement an outreach program to encourage existing businesses to stay in the City and improve lines of communication between retailers and the City on issues of concern among the retail community.

Action 1.2.2: The City should develop, in conjunction with the Chamber of Commerce, an on-going program to promote the City's shopping opportunities to residents of surrounding communities as well as to residents of Port Hueneme.

Action 1.2.3: The City should monitor the condition/status of the older shopping centers and small, under-utilized commercially-zoned parcels and determine if and when public assistance is required. Conditions such as multiple ownership may inhibit the ability of developers to recycle without City intervention, regardless of development pressures.

Action 1.2.4: The City should continue provision and maintenance of such public amenities as median landscaping.

Policy 1.3: Explore methods, in addition to attracting and retaining retail activity within the City, to obtain sales tax revenue.

Action 1.3.1: The City should pursue industrial firms that generate sales tax revenue and are able to use Port Hueneme as their base for reporting tax receipts.

Action 1.3.2: The City should continue to monitor businesses in the City to ensure that sales taxes are reported accurately in respect to point of sales and method of allocation.

Action 1.3.3: The City should monitor hotel, lodging, and resort-related markets for indications of opportunities to attract such uses. Consideration should be given to the value of ocean views/proximity such as afforded by the Sunkist site, and other ocean front locations.

GOAL 2: ENCOURAGE AND ACCOMMODATE GROWTH IN INDUSTRIAL OR RELATED OFFICE ACTIVITY OVER THE NEXT TWO DECADES WHILE MAINTAINING FLEXIBILITY TO PURSUE ALTERNATIVE LAND USES AS MARKET OPPORTUNITIES PRESENT THEMSELVES.

Policy 2.1: Increase, as market conditions permit, the number of firms within the existing industrial area so that approximately 19 acres that are currently vacant will be developed by 2010.

Action 2.1.1: The City should pursue, to the greatest extent feasible, industrial firms that generate sales tax revenue and are able to use Port Hueneme as their base for reporting tax receipts. Close coordination should be maintained with the CBC and the Port District.

Action 2.1.2: The City should pursue industrial firms that are most likely to be good corporate citizens, i.e., voluntarily complying with regulations, participating in community events and organizations, etc. Such a likelihood can be evaluated during the planning process through contact with the jurisdiction from which the firm is relocating, if applicable. Close coordination will be maintained with the CBC and the Port District.

Action 2.1.3: The City should establish a marketing program to contact and attract new industrial firms. This marketing program should incorporate an on-going means of evaluating the industrial climate in the nation and in the region to optimize effectiveness in relating market activity to Port Hueneme's goals.

Action 2.1.4: The City should encourage the location in the City of firms in industries that are not specifically targeted by the marketing program, if these firms represent job-creation opportunities.

Action 2.1.5: The City should retain high standards regarding landscape and design requirements for industrial buildings.

Policy 2.2: Pursue actions other than attracting new industrial users that would maximize the value to the City of the current industrial area.

Action 2.2.1: The City should monitor the availability of vacant land and buildings zoned for industrial use in order to provide information to targets of the marketing program as well as to provide a basis on which to periodically adjust the scope and size of the marketing program.

Action 2.2.2: The City should monitor the amount of non-industrial activity or inquiries regarding non-industrial activities in industrial areas and evaluate the impacts on both the commercial and industrial areas.

Action 2.2.3: The City should maintain on-going contact with local realtors to keep abreast of local real estate prices and trends relative to surrounding competitive areas and the most advantageous mix of industrial and non-industrial uses.

GOAL 3: PROVIDE FOR THE FISCAL HEALTH OF PORT HUENEME BY MAINTAINING FISCAL STABILITY AND COORDINATION OF CITY ECONOMIC DEVELOPMENT EFFORTS.

Policy 3.1: Generate growth such that the mix of uses at any time provides net fiscal gains to the City.

Action 3.1.1: The City should determine the need for a fiscal impact analysis as part of the development review process. The purpose is to provide input into assessment of City-wide impacts of development activities and to determine what costs to the City, if any, may be subject to mitigation.

Action 3.1.2: The City should monitor the fiscal impact of the mix of development proposals and activity on an annual basis to determine which or what kind of activities, if any, should be encouraged or delayed (according to their net positive or negative fiscal impact) over the planning period.

Action 3.1.3: The City should continue to periodically assess the structure of utility rates and user fees to ensure that such rates and fees cover the true costs to the City.

Action 3.1.4: The City should identify means of funding and implementing economic development activities such as CDBG funds, sales tax rebates, land write-downs, loan funds from banks due to their CRA requirements, and a non-profit economic development criteria; and, develop criteria with which to determine the appropriateness of public assistance.

Policy 3.2: Maintain an effective system within City government to pursue economic development activities.

Action 3.2.1: The City should maintain or ensure the quality of: City assets and amenities that serve to make Port Hueneme an attractive location for economic development activities.

Action 3.2.2: The City should coordinate with the Chamber and other agencies whose economic development activities may overlap or coincide with the City's.

Action 3.2.3: The City should update the Economic Development Element every five years.

GLOSSARY

Access - A way of approaching or entering a property, including ingress (the right to enter) and egress (the right to leave).

Air Pollutant Emissions - Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant from a given source.

Air Pollution - The presence of contaminants in the air in concentrations that prevent the normal dispersive ability of the air and that interfere directly or indirectly with man's health, safety or comfort, or with the full use and enjoyment of property.

Air Quality Standards - The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

Ambient Noise Level - The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Aquifer - An underground bed or stratum of earth, gravel or porous stone that contains water.

Arterial - A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties.

A-Weighted Decibel (dBA) - A numerical method of rating human judgement of loudness. The sound pressure level in decibels, as measured on a sound meter, uses an A-weighting filter to de-emphasize the very low and very high frequency components of sound in a manner similar to the response of the human ear.

Buffer - A strip of land designated to protect one type of land use from another with which it is incompatible. Where a commercial district abuts a residential district, for example, additional use, yard, or height restrictions may be imposed to protect residential properties. The term may also be used to describe any zone that separates two unlike zones such as a multi-family housing zone between single family housing and commercial uses.

Building - Any structure having a roof supported by columns or walls and intended for the shelter, housing or enclosure of any individual, animal, process, equipment, goods or materials of any kind or nature.

Clean Air Act - Federal legislation establishing national air quality standards.

Collector - A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Community Noise Equivalent Level (CNEL) - The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m.

Compatibility - The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in zoning districts are intended to achieve compatibility within the district. Some elements affecting compatibility include: intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, or radiation. On the other hand, many aspects of compatibility are based on personal preference and are much harder to measure quantitatively, at least for regulatory purposes.

Condominium - A building, or group of buildings, in which units are owned individually, and the structure, common areas and facilities are owned by all the owners on a proportional, undivided basis.

Conservation - The management of natural resources to prevent waste, destruction or neglect.

Council of Governments (COG) - A regional planning and review authority whose membership includes representation from all communities in the designated region. The Southern California Association of Governments (SCAG), the San Diego Association of Governments (SANDAG) and the San Bernardino Association of Governments (SANBAG) are examples of COGs in Southern California.

Coverage - The proportion of the area of the footprint of a building to the area of the lot on which it stands.

Day-Night Average Level (Ldn) - The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m.

Decibel (dB) - A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

Density - The number of families, individuals, dwelling units or housing structures per unit of land; usually density is expressed "per acre." Thus, the density of a development of 100 units occupying 20 acres is 5.0 units per acre.

Development - The division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation or enlargement of any structure; any mining, excavation, landfill or land disturbance, and any use or extension of the use of land.

Development Impact Fees - A fee or charge imposed on developers to pay for the costs to the community of providing services to a new development.

Dwelling - A structure or portion of a structure used exclusively for human habitation.

Dwelling, Multifamily - A building containing two or more dwelling units, generally rented individually for the use of individual families maintaining households; an apartment building is an example of this dwelling unit type.

Dwelling, Single Family Attached - A one family dwelling attached to one or more other one family dwellings by a common vertical wall; condominiums and townhomes are examples of this dwelling unit type.

Dwelling, Single Family Detached - A dwelling which is designed for and occupied by not more than one family and surrounded by open space or yards and which is not attached to any other dwelling by any means.

Dwelling Unit - One or more rooms, designed, occupied or intended for occupancy as separate living quarters, with cooking, sleeping and sanitary facilities provided within the unit for the exclusive use of a single family maintaining a household.

Easement - A grant of one or more of the property rights by the property owner to and/or for use by the public, a corporation, or another person or entity.

Economic Base - The production, distribution and consumption of goods and services within a planning area.

Element - A division of the General Plan referring to a topic area for which goals, policies, and programs are defined (e.g., land use, housing, circulation).

Eminent Domain - The authority of a government to take, or to authorize the taking of, private property for public use.

Environment - The sum of all external conditions and influences affecting the life, development and, ultimately, the survival of an organism.

Environmental Impact Report - A report, as prescribed by the California Environmental Quality Act (CEQA), on the effect of a development proposal and other major actions which significantly affect the environment.

Essential Facilities - Those facilities whose continued functioning is necessary to maintain public health and safety following a disaster. These facilities include fire and police stations, communications facilities, emergency operation centers, hospitals, administrative buildings, and schools designated as mass care shelters. Also included are key transportation facilities and utility facilities such as water supply, sewage disposal, gas storage facilities and transmission lines, and electric generation stations and transmission lines.

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Fault, Active - A fault that has moved recently and which is likely to move again. For planning purposes, an "active fault" is usually defined as one that shows movement within the last 11,000 years and can be expected to move within the next 100 years.

Fault, Inactive - A fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

Fault, Potentially Active - A fault that last moved within the Quaternary Period (the last 2,000,000 to 11,000 years) before the Holocene Epoch (11,000 years to the present); or a fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.

Flood Plain - A lowland or relatively flat area adjoining inland or coastal waters that is subject to a one percent or greater chance or flooding in any given year (i.e., 100-year flood).

Floor Area Ratio (FAR) - The gross floor area of all buildings on a lot divided by the lot area; usually expressed as a numerical value (e.g., a building having 5,000 square feet of gross floor area located on a lot of 10,000 square feet in area has a floor area ratio of .5:1).

General Plan - A legal document which takes the form of a map and accompanying text adopted by the local legislative body. The plan is a

compendium of policies regarding the long-term development of a jurisdiction. The state requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety. Additional elements pertaining to the unique needs of an agency are permitted.

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose (e.g., "Provide a balance of land use types within the city").

Greenbelt - An open area which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

Ground Failure - Mudslide, landslide, liquefaction or the compaction of soils due to seismic-induced groundshaking.

Groundwater - The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir.

Growth Management - Techniques used by government to control the rate, amount and type of development.

Hazardous Materials - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquified natural gas, explosives, volatile chemicals and nuclear fuels.

Historic Area - A district, zone or site designated by local, state or federal authorities within which buildings, structures and places are of basic and vital importance due to their association with history, or their unique architectural style and scale, or their relationship to a square or park, and therefore should be preserved and/or developed in accord with a fixed plan.

Household - According to the Census, a household is all persons living in a dwelling unit whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

Household Income - The total income of all the people living in a household. Households are usually described as very low income, low income, moderate income, and upper income for that household size, based on their position relative to the regional median income.

Housing Affordability - Based on State and Federal standards, housing is affordable when the housing costs are no more than 30 percent of household income.

Housing Unit - A room or group of rooms used by one or more individuals living separately from others in the structure, with direct access to the outside or to a public hall and containing separate toilet and kitchen facilities.

Human Services - The programs which are provided by the local, state, or federal government to meet the health, welfare, recreational, cultural, educational, and other special needs of its residents.

Income Categories - Four categories for classifying households according to income based on the median income for each County. The categories are as follows: Very Low (0-50% of County median); Low (50-80% of County median); Moderate (80-120% of County median); and Upper (over 120% of County median).

Infrastructure - The physical systems and services which support development and population, such as roadways, railroads, water, sewer, natural gas, electrical generation and transmission, telephone, cable television, storm drainage, and others.

Intensity - A measure of the amount or level of development often expressed as the ratio of building floor area to lot area (floor area ratio) for commercial, business, and industrial development, or units per acre of land for residential development (also called "density").

Issue - A problem, constraint, or opportunity requiring community action.

Intersection - Where two or more roads cross at grade.

Land Use - A description of how land use is occupied or used.

Land Use Plan - A plan showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational and other public and private purposes or combination of purposes.

Liquefaction - A process by which water-saturated granular soils transform from a solid to a liquid state due to groundshaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

Local Street - A street providing direct access to properties and designed to discourage through-traffic.

Lot - The basic unit of land development. A designated parcel or area of land established by plat, subdivision, or as otherwise permitted by law, to be used, developed or built upon as a unit.

Median Income - The annual income for each household size which is defined annually by the Federal Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half are below.

Mobile Home - A structure, transportable in one or more sections, which is at least 8 feet in width and 32 feet in length, which is built on a permanent chassis and designed to be used as a dwelling unit, with or without a permanent foundation when connected to the required utilities.

National Flood Insurance Program - A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

Noise - Any undesired audible sound.

Noise Exposure Contours - Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are the metrics utilized to describe community noise exposure.

Open Space - Any parcel or area of land or water essentially unimproved and set aside, designated, dedicated or reserved for public or private use or enjoyment.

Overcrowding - As defined by the Census, a household with greater than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches.

Parcel - A lot or tract of land.

Policy - Statements guiding action and implying clear commitment found within each element of the general plan (e.g., "Provide incentives to assist in the development of affordable housing").

Program - A coordinated set of specific measures and actions (e.g., zoning, subdivision procedures, and capital expenditures) the local government intends to use in carrying out the policies of the general plan.

Redevelopment - Redevelopment, under the California Community Redevelopment Law, is a process with the authority, scope, and financing mechanisms necessary to provide stimulus to reverse current negative business trends, remedy blight, provide job development incentives, and create a new image for a community. It provides for the planning, development, redesign, clearance,

reconstruction, or rehabilitation, or any combination of these, and the provision of public and private improvements as may be appropriate or necessary in the interest of the general welfare. In a more general sense, redevelopment is a process in which existing development and use of land is replaced with newer development and/or use.

Rehabilitation - The upgrading of a building previously in a dilapidated substandard condition, for human habitation or use.

Restoration - The replication or reconstruction of a building's original architectural features, usually describing the technique of preserving historic buildings.

Right-of-Way - A strip of land acquired by reservation, dedication, prescription or condemnation and intended to be occupied or occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary or storm sewer, or other similar uses.

Sensitive Species - Includes those plant and animal species considered threatened or endangered by the U.S. Fish and Wildlife Service and/or the California Department of Fish and Game according to Section 3 of the Federal Endangered Species Act. Endangered - any species in danger of extinction throughout all, or a significant portion of, its range. Threatened - a species likely to become an endangered species within the foreseeable future throughout all, or a portion of, its range. These species are periodically listed in the Federal Register and are, therefore, referred to as "federally listed" species.

Sewer - Any pipe or conduit used to collect and carry away sewage from the generating source to a treatment plant.

Solid Waste - Unwanted or discarded material, including garbage with insufficient liquid content to be free flowing, generally disposed of in land fills or incinerated.

Special District - A district created by act, petition or vote of the residents for a specific purpose with the power to levy taxes.

Special Needs Groups - Those segments of the population which have a more difficult time finding decent affordable housing due to special circumstances. Under State planning law, these special needs groups consist of the elderly, handicapped, large families, female-headed households, farmworkers and the homeless.

Stationary Source - A non-mobile emitter of pollution.

Subdivision - The division of a lot, tract or parcel of land that is the subject of an application for subdivision.

Transportation Systems Management - Individual actions or comprehensive plans to reduce the number of vehicular trips generated by or attracted to new or existing development. TSM measures attempt to reduce the number of vehicle trips by increasing bicycle or pedestrian trips or by expanding the use of bus, transit, carpool, vanpool, or other high occupancy vehicles.

Water Course - Any natural or artificial stream, river, creek, ditch, channel, canal, conduit, culvert, drain, waterway, gully, ravine or wash in which water flows in a definite channel, bed and banks, and includes any area adjacent thereto subject to inundation by reason of overflow or flood water.

Wetland - An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

Zoning - A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within the same district. The zoning ordinance consists of a map and text.

Zoning District - A geographical area of a city zoned with uniform regulations and requirements.

Zoning Map - The officially adopted zoning map of the city specifying the uses permitted within certain geographic areas of the city.



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